

ANTILLEN REVIEW

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**Heavy national
agenda**

**Curaçao's
embattled youth**

**A no-nonsense
lady**

**Defence urgency
grows in
Caribbean**

**How close is
Venezuela?**

Housing problems

**Architectural
heritage**



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FROM THE EDITOR

Carnival is in the air! And who, Mr. Wouk, would ever think of stopping it? Well . . . maybe some. Not the jumping and the roadmarch. Make no mistake. Even the most radicalized Caribbean will lay off his rigid garment of imported resentment and dance through the night. Stopping that carnival would be like denying children their toys, birds the air and fishes the sea.

But Mr. Wouk's Carnival, that's a different story. Quite a few angry young men and fierce women in the Caribbean are obsessed by the idea of moulding their societies after the model of dull Slavonic republics. Those who smile down on them from ivory towers of broad-minded intellectualism may prove to be the real clowns. As those

narrow-minded sergeants of industry who boast their way through happy hours about scoring a point or two against the trade unions. The blunt fact is that that carnival is over and bloody well should be. The times, also in the Antilles, are turning awry and cry out for a co-ordinated responsible approach. But God save us from the de-spiritualized calvinists, pall-bearers of one Karl. The carnival was stopped in Surinam. The Antilles shuddered. The economy gives no reason for jumping, but the social partners continue their disco-dance of every-one for himself. Will Ash-Wednesday never arrive? Maybe that is the Shakespearian question of the moment.

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Serious Business Ahead

The nation's agenda for the coming months is heavily laden. A Round Table Conference with the Dutch early March is expected to set the date for Aruba's long desired status aparte. Negotiations with the USA about a revised tax-treaty should be finalized within weeks. Elections for the islands' councils will take place late April and may either confirm the policies presently pursued on the insular and national levels or add to the existing feelings of anxiety about the future a dimension of political instability.

This serious business of decision-making, moreover, will be conducted against the background of the recent developments in Surinam. The psychological shock effect of the December 8 murders has created deep felt doubts about the desirability of independence in the near future. In how far the people and its leaders will rise to the occasion of these crucial times will soon become evident.

Storm

The new year, however, started with a whipped-up storm in a plastic teacup. A great uproar developed when it appeared that Mrs. Marga Croes, Minister of Public Health, had managed to secure the appointment of her party boss Max Croes (no relation) as a personal adviser. Accusations of patronizing were rampant. The prime-Minister denied any knowledge of the affair and went on Television to assure the people of his 'man limpi'. Mrs. Croes on her part accused the P.M. of tampering with the truth. The opposition eagerly tried to kindle the fire hoping for a cabinet crisis. The letter of appointment signed by the P.M. was published in one of the daily papers. The storm died as quickly as it had risen. Explained a cabinet member to AR: in fact all parties were right. The appointment of Mr. Croes as a general adviser to the cabinet in order to be able to draw on his intricate knowledge of the country's financial matters had been discussed even before Mrs. Croes joined the cabinet. Mrs. Croes, on the other hand, indicated at several occasions her need for a personal adviser. An unintended mix-up of the two wishes caused what in the end must be called 'a silly story'. More so, because the affair, once in the news, was handled extremely clumsily. Fortunately common

sense prevailed and the parties were reconciled. The only loser was not Mr. Croes, but the country which now will have to do without his expertise.

Tax treaty

Not at all fatuous was the early January round of negotiations between the Antilles and the USA concerning the revision of the tax-treaty between the two countries. AR learned from reliable sources that both parties came close to an agreement, which would be fairly satisfactory to the Antilles. Chances are that the business with regard to off-shore real estate companies and mutual funds will continue. Finance companies will no longer be defined by Washington in terms of loopholes but be regulated by treaty. It should be noted that the Antillean

Government's income from this source is quite sizable. The two major obstacles still in the way of a definite agreement are the Americans' insistence on full exchange of information and the legal security of the treaty. With regard to the first issue the Antilleans are quite prepared to supply Washington certified information about the nationality of their clients, thereby precluding abuse of the treaty by American citizens. They are not prepared to go any further, however, as supplying full identification would not be appreciated by customers of other than American nationality. On the second issue the Americans have demanded the right to a unilateral denunciation of the treaty, if they are under the impression that the Antilles do not co-operate fully. The Antilleans on their part have pointed out that such a rule would undermine the legal security of the treaty and is therefore unacceptable.

There is every reason to expect, AR's sources say, that these two problems will be solved soon and the revised treaty signed in due course.

Surinam

The impact of events in Surinam on the Antillean society became very evident during the first month of the new year. The slaying of 15 labour leaders, lawyers and journalists on December 8, ■

Max Croes



1982 in Paramaribo, caused bewilderment and disgust. In December, immediately after the sad happenings, these feelings found an outlet in official protest by the Government, Labour Unions, mass media and the Bar Association. In January the full realization of what was happening in Surinam, a former partner in the Kingdom of the Netherlands, caused deep felt misgivings about independence as an option for the Antilles themselves. Various persons and institutions pointed out how hastily and ill-prepared Surinam had entered the state of independence and voiced their opinion that such should not be allowed to happen to the Antilles. In fact many warned against independence altogether.

As Surinam began sliding more and more toward the left — at least away from a return to democracy — many people also became critically aware of the presence of groups in our own society voicing similar ideas as the men around Surinam's strongman Bouterse have been propagating for years. The failure of the Teacher's Union of Curaçao (SITEK) to denounce the killings in Paramaribo straightforwardly, drew heavy



G. de Paula, chairing antillean team at offshore talks.

criticism even from quarters usually sympathetic to the union's objectives. A greater appreciation of the freedoms which go with democracy seems to have pervaded Antillean society.

RTC

In spite of the debacle in Surinam, for which the Dutch are at least partly to blame, having pressed independence upon their former colony rather hurriedly, The Hague kept during the past weeks

insisting on bilateral talks with a view to the Antilles' political future, meaning independence for all six islands. There seems little doubt that the Antillean delegation at the RTC in March will be under heavy pressure not only to discuss Aruba's leaving the present constellation but also the future of the other five islands. A recent debate in the Dutch parliament has made clear that the Dutch are much more eager for Antillean independence than the Antilleans themselves. The debate caused strong reactions in the media and in political circles on the respective islands. The general feeling is that the Antilles will have to decide themselves when the time is there for stepping out of the Kingdom of the Netherlands.

Elections

Unfortunately preparations for the Round Table Conference coincide with campaigning for the April elections. In Aruba, although all parties on the island agree about the basic issue of status aparte, this is presently leading to a bitter confrontation between the opposition and the major party MEP. Apart from the fact that this may not be conducive to Aruba's cause in The Hague, it raises doubts about the future of democracy on the island. Irregularities at the last elections, which were won by a narrow margin (in votes) by the MEP, are now proven beyond doubt. Patronizing of supporters and intimidating of opponents are common practice. For a society on the brink of independence there seems a dangerous lack of common purpose. This development is the more surprising as both Holland and the other five islands are by now willing to go a long way toward granting Aruba what it has been clamouring for during many years.

Possible changes, if any, in the electorate's favour on the other islands are not expected to bring a profound change of policies. This seems to guarantee a stability most welcome in a time of far reaching decision-making. □

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Aruba's Airport A dynamic story



Hailey-like romanticizing is superfluous. The factual story of Aruba's airport needs no best-selling embellishment. It is a down-to-earth report of hard work and efficient planning. No more and no less.

Trying to keep up with the island's continuing tourism boom the airport-management has during the past ten years been involved in a continuous process of reorganization and planning. Since 1972 the passenger flow increased with 113% and aircraft movements with an impressive 184%! The new passenger terminal completed in the early seventies consequently appeared already too small for its task by the end of the decade. New construction plans have been drawn up. General aviation developed during that same period into a major activity requiring special provisions. Air traffic control, to a large extent still relying on Curaçao's services, is being prepared for a more independent role. Add to all this the peculiar problem of coping with the illegal drug traffic by air creating hazardous situations in Aruba's airspace

and it should be plain even to the layman that running Aruba's airport is quite a demanding job. Yet airport manager Michael Nicolaas looks pleasantly relaxed when he sits down to tell AR his 'airport' story.

Steady growth

The history of aviation on Aruba dates back to 1925 when a hydroplane touched down in the Bay of Horses (Paardenbaai). On December 23, 1934, KLM's famous SNIP, having completed the Dutch airline's first trans-atlantic crossing to the West-Indies, landed on the island. A year later regular services between Aruba en Curaçao were started. By 1940 air connections with Barbados, Trinidad, Maracaibo, Paramaribo, Miami, La Guaira and Lisbon had been established. A modest and to the modern mind very primitive passenger terminal had been constructed in the meantime. After the second world war airtraffic to and from the island slowly increased, making the construction of a more up to date equipped terminal a must by 1962.

"But", says Mr. Nicolaas, "the real development of our aviation began in the late fifties after a first major hotel had been constructed on the island". Foresight with regard to Aruba's possibilities as a tourism resort led to the decision to lengthen the runway in order to open up the airport to jet-aircraft as early as 1959. Five years later on the 10th of April, 1964, Pan American Airways' JETCLIPPER ARUBA and KLM'S HENRY DUNANT were the first of these modern fast flying planes to land on the island's still modest airport. From those days on traffic increased steadily. Once again it became necessary to replace the terminal building. In 1972, the year in which Aruba's tourism really took off, the new and friendly looking building was taken into use.

Affluent visitors

In that year 408,000 passengers were transported to and from the island. In 1982, ten years later, the number had increased to 872,000. And what speaks even more to the imagination are the figures concerning aircraft movements: ■



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from 13,000 in 1972 to 36,954 in 1982. Of that grand total general aviation and executive flights make up 46%! Mr. Nicolaas gives two reasons for this relatively high share. First of all there are the excellent maintenance facilities of Oduber's Aviation Centre. Secondly Aruba has become extremely popular with affluent Venezuelans for weekending. The well developed casino business, no doubt, is a third factor explaining the continual presence of luxurious private planes at the airport. Although this kind of traffic does not yield substantial revenues for the airport, its importance for the island's economy has prompted the management to undertake restoring the old terminal for the purpose of rendering general aviation maximum service. The terminal will soon be available to passengers from private planes complete with customs, shops and other helpful facilities.

More comfort

Commercial passenger transport accounts for 45% of all traffic. The increase of this type of transport has been so rapid that the capacity of Aruba's 1972 terminal is at certain hours of the day strained to its utmost. If the tourism industry continues to grow as it has been doing during the past 11 years — and there is every reason to expect it will — the number of passengers passing through the airport will reach the one million mark by 1985. To cope with this development it has first of all been decided to adapt the existing terminal to the present needs. The departure hall now seating 450 will be re-arranged, increasing its seating capacity to approximately 700. The large arrival hall will be provided with air-conditioning adding to passenger comfort. But these adaptations will not suffice to keep abreast of the expected growth rate.

Construction plans

Mr. Nicolaas proudly shows AR a model of a new terminal, which should be completed by 1986. The NAf 8.5 million (US.\$ 4.7) build-

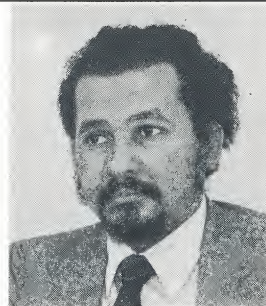
ing will be erected at the side of the present terminal. The latter will in future serve as an arrival terminal. The new building will be used for handling departures. This procedure has been chosen on the advice of Airconsultants Flughafen, Frankfurt Main AG. One advantage being that in this way ample room is created to house more shops and entertainment facilities, thereby increasing the non-aeronautical revenues of the airport. Other sources of income like landing and parking fees have more or less reached their ceiling, Mr. Nicolaas explains. In particular if one takes into account the generally strained financial position of most carriers, there is little room for boosting income from the aeronautical sources. But in the above mentioned sector there is still a possibility of growth.

The airport's budget presently shows a deficit of NAf 900,000.— (US.\$ 500,000.—) over 1982. Mr. Nicolaas is confident that a break-even point will be reached in 1984. The costs of the investment plan (see index) will have to be covered by government and development grants. The increase of operational expenses, Mr. Nicolaas hopes to keep within acceptable bounds by transforming his organization from a government entity into a limited liability company. "This of course is a decision the government will have to make" he admits. Mr. Nicolaas is quite confident, however, that the politicians will go along. "Such a decision would free us from a lot of bureaucracy, which does in fact not accord with the dynamics of an airport operation". One immediate advantage would be a cut in personnel.

Control problems

A matter which causes Mr. Nicolaas much concern is air traffic control, presently taken care of by Curaçao. "Since 1978 there has been a steady decline in quality with regard to policy and services". For this reason Aruba's Island Government asked Mr. Nicolaas some time ago to forward proposals guaranteeing the safety of Aruba's airspace. All his suggestions, which included control co-

Mr. E. Ch. Michael Nicolaas (34), Aruba's airport director, has been at home in the world of aviation from his early childhood. His father served with KLM and



ALM for 35 years. After finishing high school the young Micheal was one of the first Arubans to be trained for air traffic control. Next he acquired his pilot's licence and started flying in 1969. His exceptional organizational gifts were soon recognized. The International Federation of Air Traffic Controllers Associations appointed the still very young Nicolaas regional counselor. "One of the highlights during my tenure of that post was bringing Surinam into the federation", Nicolaas recollects. In 1972 he is offered a chance to specialize himself in air traffic safety at Euro-Control in Maastricht, Holland. In 1972 he is appointed deputy-head of Aruba's air traffic control tower. Four years later the Island Government nominates him a candidate for the position of airport director. Mr. Nicolaas is sent abroad for training, first at the Civil Aviation College for Airport Management in England and next at the FAA academy in the USA. A course in Airport Economics (Mexico) completes his education. IN 1978 Mr. Nicolaas not yet 30 years of age is appointed to his present position of airport director.

Other positions held by Mr. Nicolaas are:

- member of the Aviation Examination Board, Neth. Antilles.
- member of the Committee negotiating bilateral aviation treaties.
- chairman of the Inter American Flight Safety Group.

operation with Curaçao and Direct contact with control towers in Venezuela, Colombia, Haiti Pto. Rico, Sto. Domingo and Jamaica, were rejected by the national government. It should be noted that air traffic control is under the auspices of the national government. When, however, Curaçao's services deteriorated to a point where the radar installation (range 60 nautical miles) was no longer being operated, Aruba decided to approach Holland with the request to assist it in establishing its own radar control services. The Hague reacted by first seeking advice from international aviation consultants. Recently a project description recommending an integral system, whereby Curaçao will

ARUBA

operate radar control up to 200 nautical miles and Aruba will have its own equipment with a range of 90 n.miles, has been drawn up by Mr. Robert Stewart. On January 19 of this year Mr. Nicolaas installed an "Airspace and Traffic Management Studygroup" to formulate short and long term proposals with regard to the matter at hand. The group is expected to finish its report by March 31. There seems little doubt that Aruba will soon be enabled to take care of its own air traffic and more important that it will do so most dilligently.

Flying bombs

Another of Mr. Nicolaas' concerns has to do with the traffic in drugs. "In 1977 we began to notice an increase in surprise traffic. It soon appeared that aircraft on drug pick-up missions were using our airport. The same applied to planes returning from aborted drug missions. The craft themselves were clean. But in more than one sense they presented a serious threat to the safety of our airspace and airport itself. Pilots often were not in the possession of the proper licences. The planes mostly were not in flying condition. In fact they were flying bombs as the cabins were loaded with reserve fuel tanks. Flight plans had not been entered and these planes came upon us out of the blue".

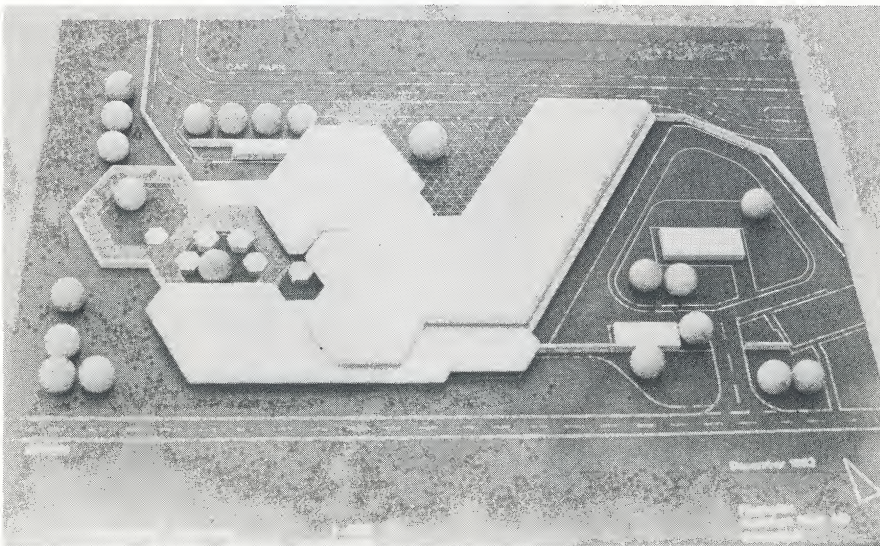
In order to get this dangerous situation under control co-operation

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was sought with the American FAA. It soon appeared that Jamaica, Guatemala, Costa Rica and Brasil were confronted with the same problem. An international group was created to co-ordinate counter measures. Mr. Nicolaas was elected chairman. In spite of the fact that Aruba does not yet have its own radar installation — "we have no idea what is happening around our island" —

the surprise traffic was brought back to a trickle. In five years time more than 50 pilots were arrested and a corresponding number of planes grounded. "But", tells Nicolaas, "often we are stuck with these aircraft. Owners do not come forward and legally we cannot touch them, at least not during the first five years. By then they have become worthless. Even at this moment 11 of such planes are parked at our airport taking up space and bringing in no revenues".

Model new terminal



Key

Mr. Nicolaas has no problem with telling AR what he considers the weakest part of his operation. "at the managerial level we have an acute lack of qualified staff. With the change of management some years ago, when the Dutch old timers left, we lost a considerable reservoir of experience. In his opinion the transition was too abrupt. But he adds: "all our personnel is highly motivated". A remark which provides the key to the success Aruba's airport story presents to the observer. □

Radio Nederland

The international voice of Holland

It's the Year of Communications and, by coincidence, the 15th year of existence of Radio Nederland Wereldomroep on Bonaire. This relay station which carries the name "Drs. L. F. Thijmstra Zendstation", situated in the northern part of the island, primarily serves North and South America, but also Australia, New Zealand, West Africa and, occasionally, Europe. There is a direct link between the studios of Radio Nederland in Hilversum, Holland, and the Bonaire relay station. This communication is effected by means of the "Columbus" cable, an undersea wire running between Tenerife and Venezuela that makes it possible to feed the Bonaire transmitters with programmes directly from Hilversum.

To achieve a high standard sound quality it is necessary to transfer an audio frequency band of about 50 to 5500 Hz. A normal telephone line, however, is not capable of transferring frequencies exceeding about 2500 Hz. To overcome this difficulty, a unique solution has been found, where instead of one, two telephone lines are used. One for low, the other for higher frequencies. At the relay station, the upper band is transformed back to its original value and the two parts are reunited to the original audio band. The result is that via two normal telephone lines a broad audio spectre is transported.

The Bonaire relay station is of modern design and has proved to be an efficient link in Radio Nederland's aims to reach its listeners with a satisfactory signal strength and to give them the greatest possible listening pleasure.

Two Megawatts.

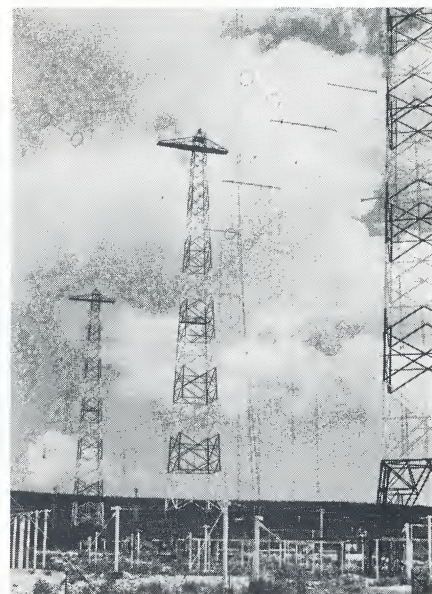
The technical installation consists of two Philips shortwave transmitters with a carrier power of 300 kilowatts each, an antenna site comprising eighteen high-efficiency curtain antennas and one antenna for omnidirectional transmissions. The transmitter station has its own power supply: six dieseldriven generators deliver the more than two megawatts of power that is used mainly for transmitter operation. The high-power transmitter tubes are vapour-cooled. They are kept at a constant temperature of 100 de-

grees Centigrade by the evaporation of distilled water, which is later condensed and recycled. The heat exchangers employed for this purpose are cooled themselves by sea water, which is abundantly available.

History

Radio Nederland was set up on April 15, 1947, to serve as a link between Holland and Dutch nationals in other parts of the world and to promote the interests of the Netherlands abroad. However, Radio Nederland's roots go back much further than its official existence. Towards the end of the twenties, Holland was the first country in Europe to start experimental shortwave broadcasting at the Philips factories in Eindhoven. The broadcasts were picked up in Indonesia (then known as the Dutch East Indies). Later, a suitable site was found near Hilversum, where a unique antenna system was designed. The masts were wooden structures mounted on a circular platform, and were made to rotate on rails so that they could be turned in any direction. The station's call letters were PCJ.

The second World War and the occupation of the Netherlands called a five year halt to shortwave broadcasting from Holland, but the thread was taken up again at the end of hostilities. After an initial period of transition, during which a Government agency maintained contact with Dutch nationals overseas, Radio Nederland took on its present form as a Foundation, the program-

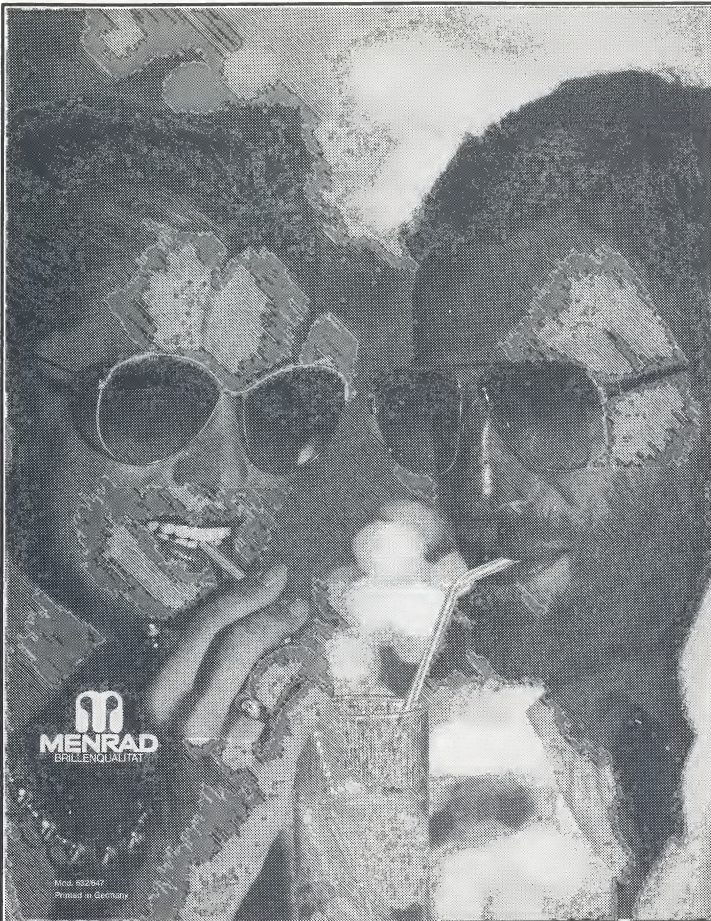


ming being controlled solely by its Board of Governors.

Transmissions were in Dutch, Indonesian, English, Spanish, Brazilian, Arabic and French. The Caribbean Section provided programmes in Dutch and the languages of the Netherlands Antilles and Surinam.

Objectives

The initial aims of maintaining contact with Dutch Nationals abroad (among them Dutch immigrants in their new homelands) and of making Holland known to listeners in other countries by acquainting them with her culture, music, scientific developments, tourist attractions, etc. have been gradually extended, so that today Radio Nederland is a source of unbiased information on European and world affairs, with directed programmes not only of appeal to listeners in the technically and economically advanced countries, but also, to the countries of the Third World where radio is a welcome force in helping to pave the way to full development. Besides being responsible for some 27 direct daily transmissions in the various languages, Radio Nederland is also a big "exporter" of so-called transcription programmes, made in the Hilversum studios for local broadcasting by stations in other countries. Here again the field is extensive; not only are Canada and the United States big "customers" for these programmes, but Asian countries, the African states, Latin American, and many others regularly fea-



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ture Radio Nederland transcription programmes — musical, documentary, informative or entertaining — recorded on tape or disc in a variety of languages and tailored to the specific requirements of the countries concerned. The Transcription Service supplies around 120,000 copies of these programmes per year.

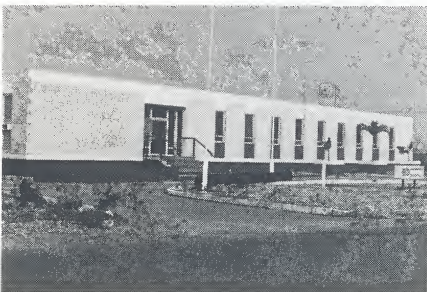
Copies of television-programmes, produced by Radio Nederland, are sent to countries all over the world.

Since 1959 Radio Nederland has been among the top three in the major popularity poll to determine the most popular shortwave radio station. In 1965, 1968 and 1973 Radio Nederland was voted first place by a world-wide electorate of shortwave listeners. Other recognitions include the Merit Award of the National Association of Educational Broadcasting (U.S.A.).

Training centre

A Training Centre was opened in February, 1969. Twice a year young people employed in radio and television in the Third World countries are given a four-months' course in programme making, with the emphasis on information and education. Tuition is free, on grants obtainable via the broadcasting-organizations in the countries concerned.

Last year, teams of Radio Nederland W.O. travelled to various Latin American countries to train broadcasters and technicians of local radio stations. They devoted their vaca-



Bonaire office

tion on Bonaire to give advice and training to radio stations in Curaçao, Aruba and the Windward Islands.

In Bonaire, a neatly designed and extremely interesting museum, set up by Jack Masee, shows the development of the radio from the early days of its invention to the present forms. Old record players are on display, bandrecorders and cassette decks. Every stage of the de-

velopment of radio and radio broadcasting is covered. Even a phonograph of Thomas Edison can be seen, dating back to the turn of this century. Also exhibited is a non-energy using radio receiver, made from technical parts like a head- phone, but also from pencils and razors.

At present discussions are being held for the establishment of a TV studio of Radio Nederland on Bonaire.

Basic Premises

Radio Nederland Wereldomroep has always operated according to its three basic premises of programming policy. They are:

- 1/ present abroad an image of the Netherlands, covering the spiritual, ideological, political, cultural, scientific, economic, social and humanitarian aspects, in order to foster goodwill for the Netherlands and contribute towards promoting peaceful international relations and cooperation, especially with young nations,
- 2/ maintain and strengthen ties with all Dutchmen and citizens of the Realm in overseas parts of the Realm,
- 3/ maintain and strengthen ties with Dutchmen and citizens of the Realm, as well as former Dutch nationals and citizens of the Dutch Realm, outside the Realm.

Radio Nederland is a Dutch institution and as such cannot be dissociated from society and the spiritual climate in Holland, nor from a Europe that is in the process of integration, nor, in a wider context, from the world. Regardless of the diversity of that society, it is evident that a large majority of the Dutch people generally support such basic values as: freedom of expressing one's opinion and ideology, the upholding of the constitutional State and respect for the human person, irrespective of origin or race. Otherwise, Radio Nederland Wereldomroep is not tied to specific political trends, ideological notions or societal concepts.

In a general sense, the tasks assigned to Radio Nederland Wereldomroep are that of conveying information in the widest sense: both by supplying news, analyses, press reviews and by giving information in the form of reportages or features and by means of cultural and entertainment programs.



Museum

In presenting a picture of the Netherlands and reporting on other countries, the basic premise is: to report events, trends, ideas and developments without Radio Nederland taking sides.

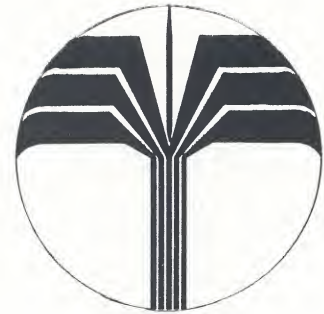
One of the characteristics of Radio Nederland's transmissions is that they are aimed at contributing towards peaceful international relations. This characteristic marks every form of programming. This is achieved by supplying factual information, arranging cultural exchanges, but also by providing entertainment in a spirit of friendship.

For the benefit of relations with young nations, and between young nations, it is important that attention be paid systematically to development cooperation, especially in the form of transfer-of-knowledge-programmes. This is done through coordinating activities in the fields of direct transmission, transcription and the Training Centre. Whenever Dutch — or in a wider context — European efforts in this field come up for consideration, it is appropriate that the motives underlying Dutch — or as the case may be European — policy are explained. It goes without saying that background knowledge about the situation in and with respect to the Third World will be necessary.

In Europe alone, one million people daily tune in to Radio Nederland.

In Bonaire, two of its workers are Dutch, the other 38 are Antillean nationals.

By the skilful performance of its assigned tasks, Radio Nederland has created a tremendous amount of goodwill in the free world. And is one more proof of Dutch industriousness and inventiveness. □



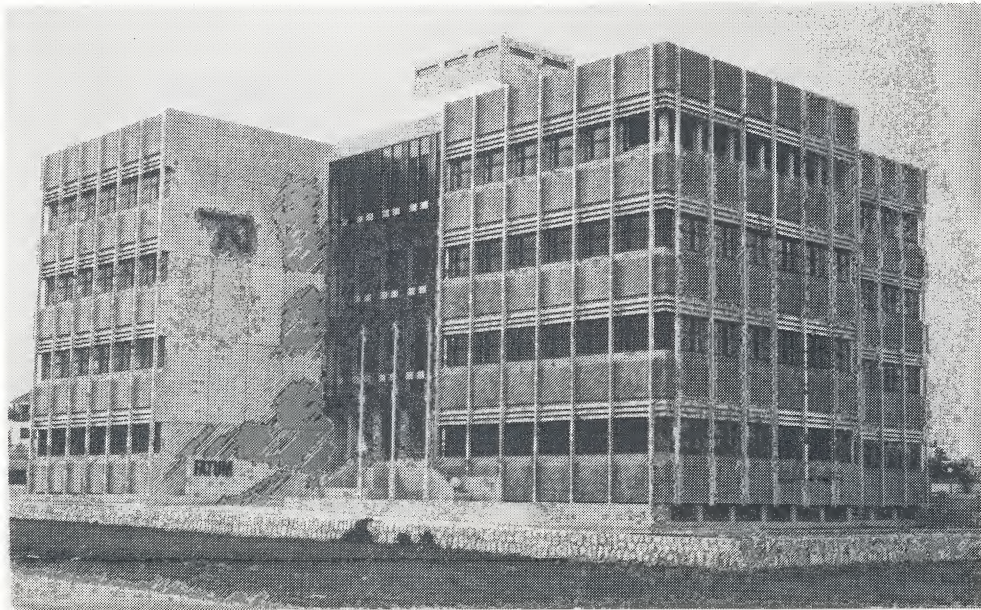
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NEDERLANDSE ANTILLEN

The island's embattled youth

Neglect of problematic situation may endanger all of society



Being young in Curaçao is not necessarily the equation of 'the best years of your life'. The educational system suffers badly from an endlessly protracted indicisiveness with regard to the question whether Papiamentu instead of Dutch should be used in class-rooms. Few children today speak any language properly, which does not exactly hold much promise for their future. In a society with an unemployment rate of over 20% their chances look dim enough already. After-school possibilities for recreation are extremely limited. Youth clubs and socio-cultural centres are all faced with both a lack of funds and leadership. In spite of the admirable amount of energy put into it by the few enthusiasts (usually on a voluntary basis) most youth work falls short of the desired goal: helping young people to develop themselves into wholesome human beings. The tools both materially and in human resources are simply not there.

The general public, moreover, tends to look at the younger generations from a negative perspective. Although no figures are available, it is generally assumed that the rise of youth-crime is considerable. It is almost 'bon ton' to speak of a process of demoralization amongst the young.

A theme that is reiterated by Curaçao's progressives in a seemingly more positive way. Their proposals, as laid down in a paper on "the resocialization of Curaçao's society", however, are so blatantly marxist inspired that one may question their motives. A centralized society run by a few enlightened people seems to be more on their mind than equipping

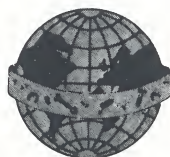
young people to enjoy responsibly the freedoms of democracy.

Several aspects of the faltering educational system have been dealt with in depth in earlier issues of AR. It may therefore suffice to recall that out of every 1000 children entering primary school 140 drop out before reaching the sixth grade. Of those remaining 43 are not eligible for any kind of continued education, which leaves 817 who are. But only 642 will acquire some sort of certificate. Which means a drop-out rate of 35%. Of the initial 1000 approximately 18% will enter society semi-illiterate! Moreover of those who do pass their finals many will not find employment, partly because of a structural shortage of jobs and

partly because their training is not geared to the needs of the island's economy.

Opinions with regard to the causes of this deplorable situation differ. Most cited are the language question, lack of planning with a view to the needs of society and the still prevalent European (Dutch) approach. About the outcome there is little dispute: young people pay a heavy bill.

The after-school opportunities for recreation and character development are, as indicated above, very limited. A 1982 report on 'Socio-Cultural Work in the Netherlands Antilles' lists lack of manpower, finance, accomodations, interest on the part of the authorities, co-operation and of an overall vision



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as the main causes.

Its research findings also reveal a discrepancy between the objectives of the (professional) workers and the expectancies of the participants. Social and cultural workers on the whole tend to view their work as a tool to conscientize people in particular with regard to the coming independence from Holland. Participants on the other hand expect activities to be of a primarily recreational nature.

Significant too is the finding that most professionals regard socio-cultural work a prime responsibility of the government. Policies and objectives should be determined by the latter, they hold. Voluntary and government sponsored organizations should co-operate closely within the confines of such policies. Accentuating conscientization and centralization often leads to clashes with board members of the respective voluntary organizations. Though often defined as of a professional versus

amateur nature these clashes are in fact of an ideological nature. Also in the realm of recreation private enterprise and the transfer of values is rapidly becoming an anathema!

Two conclusions may fairly be drawn: the expectations of the young people themselves are increasingly discarded and the work of voluntary organizations less and less appreciated.

The ideological nature of much of the clamouring for centralization i.e. government control of all socio-cultural work becomes very evident after reading the introduction to a report proposing a plan of action for the re-socialization of Curaçao's society with a view to criminality. The report written on the request of the Island Government defines Curaçao's social problems in traditional marxist terms of class struggle and proposes a complete take-over of all socio-cultural and youthwork by the State. Not only should the gov-

ernment define policies and objectives, it should also determine values and norms.

Extremely little room is left by the report for non-governmental organizations. The paper has not yet been debated in the Island Council and, according to insiders, has little chance of being accepted. Yet it indicates a tendency which must be described as extremely dangerous.

The far from happy situation of the island's youth is in fact abused to suggest a re-organization of society along marxist principles. A solution which few on the island would appreciate.

It should be noted, however, that a persistent neglect of the predicament the island's youth in general finds itself is creating a situation in which un-democratic forces seem to have a plausible cause. □

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Leo Chance

I have never allowed the obstacles I encountered in my career to prevent me from doing what I should do!



Interview

When AR congratulates Leo Chance (50) on being once more back in the national cabinet he looks pleased but shoots back "a lot of people don't like it at all". Not that it bothers him. He is too much of a realist. Which is probably the secret of his long and successful political career. That and a healthy dosis of common sense. Comments Chance: "in politics you have to do your own thinking and use the expertise of others. A university degree does not necessarily make a good politician. Common sense is a first". Chance should know, he is a natural.

Saban by birth, Leo Chance started his career by going to sea. After a few years he attained the rank of captain commanding one of Lago's tugboats on Aruba. Very soon too he was involved in politics. Twelve years he sat on Aruba's island council. For ten successive years he occupied a seat in the national parliament (Staten). Then in 1969 he was offered a cabinet post. From then on he served on almost every cabinet except the Martina I and II. Last fall he joined Mr. Martina's third team. Reminded of the criticism at the time of his latest appointment — why the Department of Development Co-operation and not the ministry of Transportation and Traffic which he had managed before? — his eyes twinkle. "I opted for that position on purpose. Representing the Windwards in the cabinet the question was not what is best for the individual (meaning himself) but what is best for those islands! We in the Windwards felt that our interests were not taken

care of as they should. Moreover in this position I feel that I can do creative work". Asked what projects he hopes to realize for the Windwards he is eager to mention first that "the moment I became a minister I had to decide on some large projects, which had been pending a long time. My first decision was to grant Bonaire a new post-office building! "He chuckles and continues to list a number of projects for his own islands. St. Maarten: a roll on and roll off pier, a replacement for the bridge at Simpson Bay and — if he can finalize the financial arrangements — a new hospital. Saba: the continuation of the road construction around Mount Scenery, a library and a new schoolplant at St. Johns. Also the studies for a new airport have his attention. St. Eustatius: a new electricity plant, the construction of a schoolbuilding, renovation of the roads and a low income housing project.

The upcoming Round Table Conference is the next topic of conversation. "You will remember that we passed a motion in the Windwards some time ago that in case Aruba would leave the present national constellation, we would opt for our own direct ties to Holland. That picture has changed slightly. The general consensus in the Windwards now is that we are willing to stay in the Antilles (of 5) even after Aruba has left. But in the case that the Antilles opt for independence we will prefer to remain with Holland.

"Strange as it may sound coming from me, the best for all concerned is that Aruba

leaves. Why? Because as long as Aruba stays within the Antillean constellation we will have no stability, the agitation will continue. The conflict should now be settled once and for all."

Doesn't he think that an Antilles of the five remaining islands might be much to the disadvantage of the smaller four? "Not at all! Of course some conditions will have to be fulfilled as far as the Windwards are concerned. First of all representation in the national parliament will have to be reconsidered. One seat for the three Windward Islands will no longer do. Saba and St. Eustatius will have to be represented as well as St. Maarten. Next more autonomy will have to be given to the islands. In other words: decentralization. The national cabinet will have to be smaller in size. And very important: a reorganization with regard to financial matters will be necessary. More attention must be given to the problems of the smaller islands." Chance is convinced that if the tax-inspector's office would be more diligent many problems would be solved. "The money is there", he says, "it is simply not being collected!" He also lashes out at the way development aid is being distributed: "it does not allow for larger and much needed projects on our smaller islands." But he adds "I have never allowed the obstacles I encountered in my career to prevent me from doing what I should do". Nor will he this time in his present position.

We ask his opinion about contemporary political leaders. "Our present Prime-Minister is an honest man. He reminds me of Jimmy Carter, probably the most honest president of the USA. "His favourite president, however, was John F. Kennedy: "he got things done". Of the Dutch politicians he names van der Stee "a favourite" and the former Prime Minister Dries van Agt. The conversation naturally turns to Surinam. "What has happened, touched me very deeply. I have known many of its political leaders very well". Chance recalls how he forced a motion two years ago at a session of the Parlatino denouncing the undemocratic developments in Surinam. Common sense told him already at those early stages of the so-called revolution that things would go awry. And whatever Chance's faults he has no lack of that first requisite of political leadership. □

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Economic survey

by H. C. Beers

Introduction

The balance of payments for 1982 closed with a surplus of about f 90 million, mainly resulting from the remittances made by Lago Aruba to pay its profit tax and the good performance of the offshore sector. Despite this high amount of foreign exchange earnings few new investments were made to create sufficient employment opportunities. In particular in Curaçao the improvement of the employment situation should be the main economic goal.

The island government of Aruba recorded a cash surplus of about f 60 million during 1982 and appeared optimistic about the future. The Central Government faced a cash deficit of f 70 million which was financed through issuing treasury paper and bonds. The outlook for 1983 is increasing financial difficulties. The local business sector is not performing well; the tourist, oil and transportation sectors have been affected by the recession and experienced a decline in the growth rate. The large companies were complaining about the increasingly high level of wages. The solution should be an income policy as an instrument of economic policy, executed by the government to improve economic conditions.

Foreign Reserves.

At the end of December the official reserves held by the Central Bank reached a level of f 334 million, resulting in a surplus of about f 90 million in the balance of payments 1982. The net foreign position of the private deposit banks is not yet fully known but are estimated at f 50 million at year's end. The fourth quarter showed the usual development of deficits during October and November of f 44 million and f 5 million respectively; the month of December recorded a surplus of f 9 million, resulting in a quarterly outflow of foreign exchange of f 40 million. This seasonal development is largely influenced by the trade and tourist sector.

The annual surplus is the fourth consecutive positive balance of payments outcome. In 1981 a surplus of f 96.3 million had been recorded compared with f 52.2 million and f 12.6 million in 1980 and 1979. The substantial amounts during the last few years resulted mainly from the transfers from abroad made by Lago Aruba to pay profit taxes to the island government. In 1982 an amount of f 156 million was remitted for this purpose.

Some other favourable factors contributed to the growing level of reserves. The offshore sector is now firmly established as one of the four service sector pillars earning foreign exchange; the others being oil refining, tourism and transportation. The growth of exchange receipt from offshore operations in comparison with that of the other service sec-

tors has been striking. In 1979 the contribution amounted to f 115 million and grew to f 200 million in 1980. In 1981 a level of f 264 million was reached. During 1982 the contribution exceeded f 300 million.

Only balance of payments statistics for the period January/September 1982 are available which are shown in table 1 together with the corresponding figures for 1981. A striking development was recorded in the categories of transportation and tourism, both of which showed decreasing foreign exchange earnings in 1982. Under the heading transportation are recorded ship repair activities, airline revenues, oil storage fees and harbour operations. The surplus in the balance of payments for 1982 in general implies that on a net basis services rendered to foreigners exceed imports and other payments. However, this outcome is partly made possible since very few investments have been made. The revenues resulted in an increase of reserves and thus were invested abroad instead of at home. Such a development cannot be considered favourable in view of the existing high unemployment.

Monetary Developments

The island governments, in particular Aruba, withdrew large sums from their balances with the Central Bank. At year's end they held f 90 million compared with f 135 million on 30 September 1982. The highest withdrawals were made in December by the Aruba Government, which had to pay f 10 million

to Lago as a compensation for not supplying enough water and f 15 million was paid in connection with the water plant aquanova. Despite these payments the island government of Aruba experienced a tremendous cash surplus compared with the end of 1981, when the corresponding balance totalled f 29 million.

The Central Government was not so fortunate. During the entire year 1982 the balance of the overdraft facility with the Central Bank was close to the limit of f 90 million. The budget for 1982 expected initially a deficit of over f 20 million which, however, grew to about f 45 million. Besides, the Central Government paid f 25 million to the National Airline ALM and the Curaçao Drydock Company as aid to improve their financial position. Consequently a total of f 70 million had to be financed.

For that purpose treasury paper and government bonds were issued to an amount of f 71.6 million during 1982. Treasury paper was purchased by the local deposit banks and the bonds by the institutional investors and the public in general. This additional financing brought the domestic debt of the Central Government at the considerable level of f 286 million, which is three times the outstanding amount of 1977.

Domestic debt Central Government; f millions

	1982	1977
to Central Bank	89.1	83.4
treasury paper	101.3	16.4
bonds	95.6	—
TOTAL	286.0	99.8

Almost the entire amount of the outstanding debt has been used to finance current expenditures. During 1982 expenditures grew due to a higher number of government officials; about 300 persons entered the services of the Central Government. Besides, according to the budget, also the number of vacancies increased. Prospects for 1983 do not include an improvement of Central Government finance. A budget deficit of about f 50 million has been estimated, which seems hardly possible to finance.

In January 1983 an amount of f 30 million treasury paper has matured. It is not yet known how this amount is going to be refinanced. The Government has no funds for redemption. The banks already signalled some hesitation to continue lending to the government at this high level.

Tourism

Net earnings from tourism fell du-

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ring 1982 mainly because of low capacity ration in the off season, in particular the months of May and June. The other off season months also recorded a decline compared with the previous year. The outlook for 1983 is mixed. The season has started in December 1982 and will run until mid April. Most of the hotels are fully booked for this period. However, the remaining months will hardly show any growth.

Besides, due to the international recession, tourists are spending less than they used to do in the past. Especially cruise and charter tourism are affected. To maintain its important position as a port of call for cruises, Curaçao improved its facilities and constructed a terminal. This development was appreciated by the cruise liners and at year's end some optimism prevailed for the season 1983/84. The year 1983 did not start out so favourable, when the owners of the cruise ship "Jason" decided to cancel

further calls at Curaçao due to a lack of bookings in the U.S.A.

Shell Curaçao

The General manager of Shell Curaçao announced in an interview that it was necessary for this oil refinery to look for a partner in order to continue operations. He expressed a preference for Venezuela as the main supplier of crude oil, but in case this appeared not to be possible another partner should be brought in. He did not confirm whether Mexico was a candidate. Talks are being held between the Shell management in London and the Venezuelan oil company Maraven to agree on the conditions for negotiations.

Shell Curaçao has been recording operational losses for some time and to survive some measures are to be taken.

During 1982 the loss was estimated at about f 100 million. The number of per-

sonnel should decline from the current level of 2600 workers to 2400 at the end of 1983. The outlook for 1984 may include a further drop to 2200.

Effective January 1, 1983 wages will no longer be fully compensated for inflation. The Shell management decided to compensate for only 70% of the growth in the price index. Furthermore, all capital projects for which no liabilities had been contracted will be suspended.

Lago Aruba

Lago Aruba experienced a strike in December 1982 when 800 workers, out of a total of 1400, refused to accept the Lago management's proposal for a new collective labour agreement. The proposal included an increase of 10% in wages, divided into 3% as a general increase as well as 4.8% as a prepayment for compensation for inflation and 2.2% price compensation.

The remaining number of 600 workers were able to maintain the oil refining and transshipment operations, which appeared highly profitable during recent years. Prospects until 1985 indicate that such a favourable outcome will continue. In 1982 a profit tax of f 156 million was paid to the island government, which expects to receive an amount of f 130 million in 1983. In view of this good performance Lago increased the total number of personnel from 1200 to 1400 during recent years. The strikers were faced with a difficult holiday season. They only received benefits up to 30% from their salaries from the trade union and did not get any Christmas bonus. The strike was still going on at mid January 1983.

Bopec Bonaire.

Bonaire Petroleum Corporation is also affected by the international recession and in particular the negative development in the world market of raw materials. During 1982 Bopec operated at a utilisation rate of about 50% of its capacity. Besides, its affiliation Bonaire Marine Services faced operational difficulties. The general manager announced that for the coming year 1983 measures can be expected to reduce expenses and raise productivity. The future will not be easy and the company needs all good wishes for the coming years.

During last year investments in Bopec have been expanded and reached a total amount of \$ 100 million. A new system to handle the transshipment of heavy oil was introduced. The flexibility of Bopec has grown with this new system, resulting in better service to its customers. □

TABLES

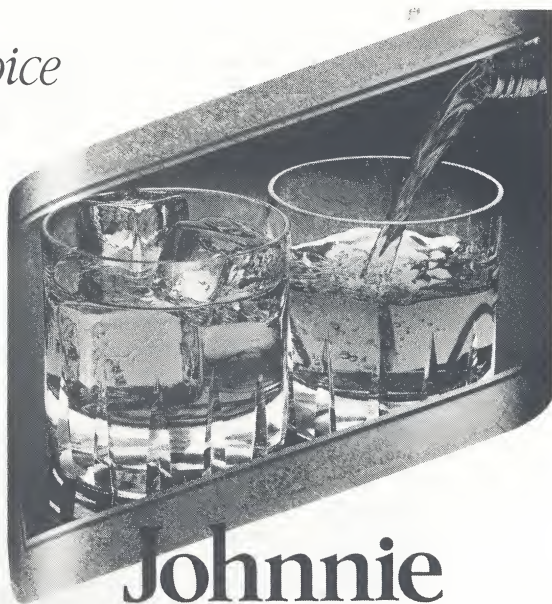
Table 1, external cash flow January/September; f millions

net amounts	1982	1981	change
merchandise	- 1096.2	- 990.0	- 105.3
transportation	150.5	222.1	- 71.6
tourism	450.8	495.7	- 44.9
investment income	6.3	- 22.1	+ 28.4
private remittances	- 84.7	- 72.4	- 12.3
government remittances	184.6	94.7	+ 89.9
remittances oil refineries	445.0	286.3	+ 158.7
sundry payments	81.1	77.6	+ 3.5
balance current payments	137.4	91.0	+ 46.4
private capital	- 78.9	- 99.0	+ 20.1
government capital	20.2	70.1	- 49.9
balance capital flows	- 58.7	- 28.9	- 29.8
errors and omissions	49.7	12.3	+ 37.4
change reserves	+ 128.4	+ 74.4	+ 54.0

Table 2, condensed balance sheet Central Bank; f million.

	31-12-82	30-09-82	30-06-82	31-03-82	31-12-81
assets:					
gold stock	41.4	41.4	41.4	41.4	41.4
foreign reserves	334.0	339.7	194.1	219.8	224.4
loans to:					
- government	89.1	89.9	89.8	87.2	89.8
- banks	—	—	1.2	—	—
- other	1.1	1.1	1.1	1.1	1.2
sundry assets	5.4	6.2	7.9	6.5	6.2
TOTAL	471.0	478.3	335.5	365.0	383.0
liabilities:					
bank notes	179.2	169.8	189.1	171.4	176.4
deposits held by:					
- fed. tax collectors	7.6	2.2	4.5	3.6	3.0
- island government	90.1	134.8	1.3	27.6	29.4
- banks	68.6	60.8	25.4	37.2	47.7
- development project	23.8	3.7	19.9	27.0	36.7
- others	16.6	21.8	21.3	26.7	17.8
Money in custody	2.1	2.1	2.1	2.1	2.1
sundry liabilities	19.2	31.0	22.8	17.3	17.8
Capital and reserves	63.8	52.1	52.1	52.1	52.1

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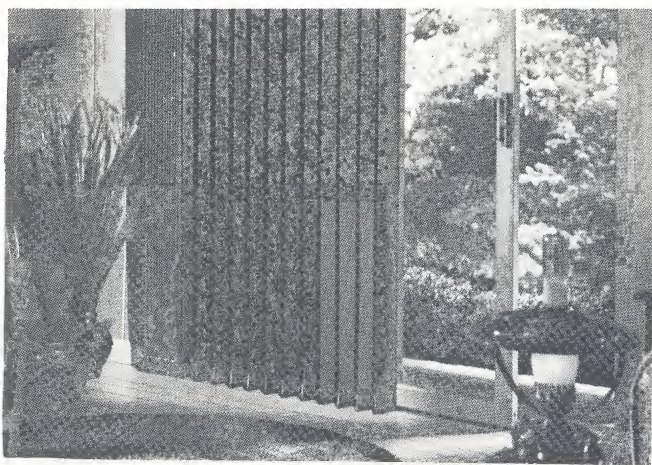
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Pollution and litter in Curaçao



by Wim Luiten

The polluting and littering of our "dushi Korsow" is getting to be quite frightful. The problem has been chanted in a variety of refrains, but cannot be repeated often enough.

Naturally the primary source of pollution is the Shell refinery, which causes horrible stench and enormous contamination of part of the island.

A second important source of pollution is the loose garbage that is thrown away all over the island, so that the island sometimes resembles one large dumping site.

The water as well has been highly contaminated by the oil-industry and household waste. The Anna-baai, the Schotlegat, the Northcoast, Ascensionbaai and San Pedro are all very dirty.

In the past people did not make too much of a fuss about this. The tradewind would blow away the unclean air and always in the same direction. The well-to-do citizen was therefore not very much bothered by the air pollution.

And after all the sea was so clean that it would be able to cope. It was principally because of these favourable climatic circumstances that people were able to be so careless about the environment.

But at the moment the situation has reached such proportions that the tourists are starting to be annoyed by the littering. They turn up their noses and decide to spend their vacations elsewhere.

The refinery

The Shell has always had her own way in the matter of environmental policy. It has been exempted by law from the obligation in force for everyone else to apply for a hindrance licence. Apparently at the time this was decided the belief was that the Government would in any case be incapable of forcing such a multi-national to abide by the rules, and moreover lacked the know-how to exercise control and lay down necessary regulations. Whereas in other countries there were strict regulations, here Shell was allowed to develop its own environmental policy. It goes without saying that in such a policy economic motives must predominate. The results were not long in coming. According to reasonable standards those parts of the island situated under the Shell smoke soon became uninhabitable. However, in reality

thousands of people go on living there and have to bear the stench and contamination daily, as well as suffer the assault on their health. The Government is also responsible, because to this day it has not set out a clear policy in this matter.

Litter

Everywhere on the island one finds garbage. Beer bottles are thrown out of the cars onto the roadside. Empty boxes, garden-refuse, building materials are simply heaped along the roads. He who leaves the asphalt roads wanting to enjoy the scenery will soon notice how dirty the island has really become.

Everywhere one finds garbage strewn about in heaps, abandoned cars, broken electrical appliances, industrial waste etc. A restful and quiet walk in the countryside is hardly possible anymore. Only in the more remote spots one can still stroll along without getting the feeling that one is walking on a dumping-site.

Naturally this unspeakable mess is an eye-sore to many. Frequently organizations, labour unions, service-clubs and such organize cleaning-up drives, but the littering has reached such proportions that it is difficult to know where to start. In this case as well the solution can only be arrived at through an active government policy.

A Start

Fortunately it is beginning to dawn on everyone that things cannot go on like this any longer. Plans are being drawn up to thoroughly review the obsolete environmental legislation. A new Hindrance Ordinance is being prepared. The Shell at last will also be subjected to a new permit obligation. It is to be expected that with well-defined standards and regulations it will be possible to reduce the degree of pollution by Shell considerably. In co-operation with specialists from Venezuela and the Netherlands attempts are being made to assail this problem.

The problem of littering is now also beginning to be dealt with energetically. By the publication of a magazine and advertisements in newspapers an attempt is being made to make the population more conscious of the environment.

Here and there plots of land are being cleaned by the Sanitary Service.

The political inclination to do something about it is there and the recently created Environmental Service does not lack in enthusiasm. Yet the solution of the problem requires a more extensive effort. A broad scale of legislative and executive measures are necessary.

Without pretending to be able to give a complete inventarization of all necessary measures I still want to mention a few:

1. A well-functioning environmental police is required. Police and justice at the moment are not able to take any action against pollution and littering. The result is that areas that have just been cleaned by the sanitary service are right away used again as dumping-sites.
2. Well-defined and strong sanctions for the dumping of garbage may well persuade people not to get rid of their garbage at the nearest spot.
3. It is necessary to establish a great number of dumping-stations, where the people can deposit their garbage. At present it is hardly possible to dispose of one's refuse. It requires a strongly developed sense of responsibility when one has to drive about 30 kms to the landfill past dozens of opportunities to quietly dump one's garbage on other existing heaps.
4. The sale of beverages in bottles without deposits payable when the bottles are returned will have to be restricted.
5. The Sanitary Service, about which in the past at least there have been complaints, will have to function well.
6. Dumping waste in the sea, through which the entire north coast of the island has become polluted, must be stopped.
7. Cleaning-up drives have to be continued and expanded.
8. A legal regulation for the towing away of abandoned cars is urgently needed.

A start has been made. But only a concerted effort and united force will make it possible for us to be able to rightfully speak again of a "dushi Korsow". □

translated from Dutch

Maria Liberia-Peters

A no-nonsense lady

who believes in a cause

Calling Maria Liberia Peters for an appointment one is in for an exercise in linguistic acrobatics. She mixes English, Dutch and Papiamentu to agree to an interview. The blend is of an unaffected charm. So is Maria. Finding a spare moment poses a problem. She promises to call back and keeps her promise! She is downright efficient as well.

Entering her office these first impressions are immediately confirmed. There is humor in the air and 'let's get on with the business'. She sits at her desk "you never know with these telephones" and throws two photographs across: her children with wrinkled up noses and laughing eyes full of mischief. Maria notices the camera: "no please, my hair is a mess and dressed like this I will not make a nice picture". She is not fishing for a compliment. She gives a choice from a number of shots. Takes one back. "That one is too sexy". She peels with laughter. Picks up the phone and orders coffee. We settle down for the interview.

Maria at 41 Minister of Economic Affairs is obviously not yet at the zenith of her career. Her past holds a promise of more to come. "I started off as a kindergarten teacher. Then specialized in early childhood education and obtained a bachelor's degree in pedagogy. For six years I taught at the Teacher's Training College. Next I was appointed inspector of kindergarten education and then it was politics".

The switch came naturally. Visiting schools and involved in a number of social organizations she acquired a firsthand knowledge of the problems and concerns of Curaçao's people. Member of the Christian Democratic Party (NVPU) she passed on what she had learned from parents, teachers and children. Soon Mrs. Lucina da Costa Gomez, in those days the first lady of the party, seeing Maria's potential began encouraging her to take up a political career. "She really stimulated me". Then came 1975, the year of the women. Maria says "It was the spirit of that year which gave me the decisive push. I remember listening to Sylvia Talbot (former

minister of education in Guyana) speaking on the role of women in politics. What her talk boiled down to was that we women had to become more active. Well, I accepted the challenge."

The party

A colleague cabinet-member looks in. With a disarming smile Maria quipps "that means more work! Why don't you drop in for a cup of coffee once in a while?" She accepts the papers he has brought her for advice and promises an answer before the day is over. She will do exactly that.

"Who have inspired me most?" There is a far-away look in her eyes when she begins to tell: "I have always seen the party as a cause which should be carried on. You see our party was not founded by a few personalities, but it grew from amongst the people themselves. They just got hold of a man like Doctoor Da Costa Gomez (famous political leader of the fifties) and told him: you be our leader. Ours is a party born out of the aspirations of the ordinary men and women of Curaçao. Such an endeavour is sacred to me, caramba,

and must be carried on! Within Curaçao it has been the "cause" these people stood for, which has inspired me more than anything else".

She names Shirley Chisholm, for a long time the only black representative in congress (USA). "She has impressed me tremendously". But Maria can't help it, she continues about her party: "to me it's not a group of people. The basis, the task, is what counts". Reminded of the personality clashes which almost wrecked the party a few years ago and incidentally also her political career, she says: "my ideals do not change because of a difference of opinion within the party or because of problems of a relational character. I'm with the party and that's where I stay because I believe in the cause!"

Tatcher

Maria suddenly realizes that the coffee she ordered never arrived and gets up to find out what happened. We notice a magazine standing up in the bookcase behind her seat carrying a large picture of Margaret Tatcher. Coincidence? Maria laughs: "Ah, the only man in England eh! Yes, I admire her toughness". Maria is quite tough herself. During the earlier mentioned troubles in her party she was forced to leave the island-council but unabashed Maria promised: "I will be back". She did and so did her party. During the June '82 elections the NVPU recovered nicely. Looking forward to the island-elections in March Maria is fairly confident that the upward swing will continue: "the party is in good shape. The working spirit is great. Moreover

the electorate knows that we joined the island and national governments out of a sense of responsibility. We did not take part in all the political scheming and people know that. "Maria notices that whereas three years ago people did not want to be identified publicly with the party, now offers of help are plentiful.

Myth

The conversation moves to the next topic: Youth. "If I say we do a lot for the young people I'm not lying but . . ." Maria is not inclined to embellish what in reality is very worrisome. About half the population is under 25 years of age. Many young people having finished school are not finding work.

On top of that she is aware of a very negative trend consciously promoted by the so-called progressives. "You see in our island-society it is a prevailing myth that the politicians have to get the people their jobs. Now these progressives are all the time telling the people that the politicians are messing things up. In other words we are to blame for the high unemployment figures. As a result many young people could not care less about elections. That creates a danger for the welfare of society.

Maria looks deeply troubled. "I do not know what these people want and yet I do" She means the leftish oriented activists in Curaçao. "What are they aiming at? All the time they are undermining authority. And the way in which they present their issues . . . it doesn't accord with me at all. You see there is no guarantee that what they want is a society in which every citizen will have the opportunity to partake fully and exercise his or her voting right freely. Sometimes I wonder whether their true aim is simply to obtain the power" Maria chooses her words very carefully, but the concern is obvious. Curaçao not only has an enormous un-employment problem with regard to its young people, but also faces the increasing impact of negative agitation.

Stupid

With the next RTC only six weeks

away 'independence' is a conversational must. She talks plain common sense. "Every self-respecting nation must work towards independence. For your own dignity as a human being you can't allow a situation of dependency to continue for ever. That's obvious. But look at a number of the young nations, what happened to them after independence! One should not be too idealistic about it. The country should be well prepared. That is our greatest weakness! Social, economical and political wise we are not prepared for such a step. I quite agree: waiting till you are ready for it, is like walking towards the horizon.

The people should be better informed and psychologically prepared. Here we have a new setback. The recent developments in Surinam have set us back at least two, three years! This morning I was shopping. You should have heard the shopgirls talk about independence. They ridiculed it as the stupidest idea ever. 'Look at Surinam' was the argument.

We have to continue on the road towards independence may be with a low profile for the time being. But even behind the schemes there is a lot to be done in the sense of putting order to our house."

Modest

Time is running out and we have not yet touched on economic affairs, Maria's present portofolio. Yes she has heard the negative pleasantly discussed on the cocktail circuit. But "I believe that we have no right to be too negative. In a wide-open economy as ours we are very easily affected by the trends in the world outside. What we are experiencing originates with the worldwide recession. But things have been picking up lately in the Antilles. At least that is what I am told. "Maria has no problem with her own relative ignorance of economics. "My background is education. For years I was put in charge of Public Health (in the island government of Curaçao) and learned an awful lot and I'm proud to say that I contributed a little my-

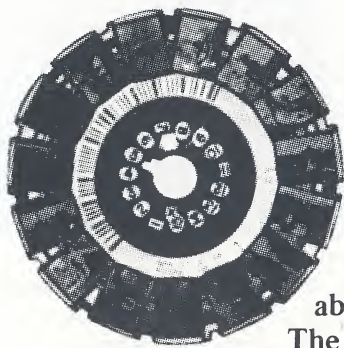


self as well! In this job — Maria has been at it only for a couple of weeks — I go to the office every morning hungry to learn. I feel it as a great challenge.

Let's face it: in the Caribbean region we have one of the highest standards of living. Instead of indulging too much in somber predictions we should work hard at attracting more industrial activity and thereby create employment. I want to know: who are our unemployed and what can they do. There are no data available on that score! Yes I know the Irish Export Board has been doing some good work in that direction. But we need more data to be able to act efficiently. "Maria is of the opinion that we need more efficiency in all departments concerned with economic development. Seeing the way she goes about her job, there is little doubt that she herself is an inspiring example to the people around her. That holds a promise for the future.

We inquire about her own future aspirations. Would she ever like to become prime-minister? She laughs: "nothing happens before its time and when the time comes we'll handle it". No doubt, she will. □

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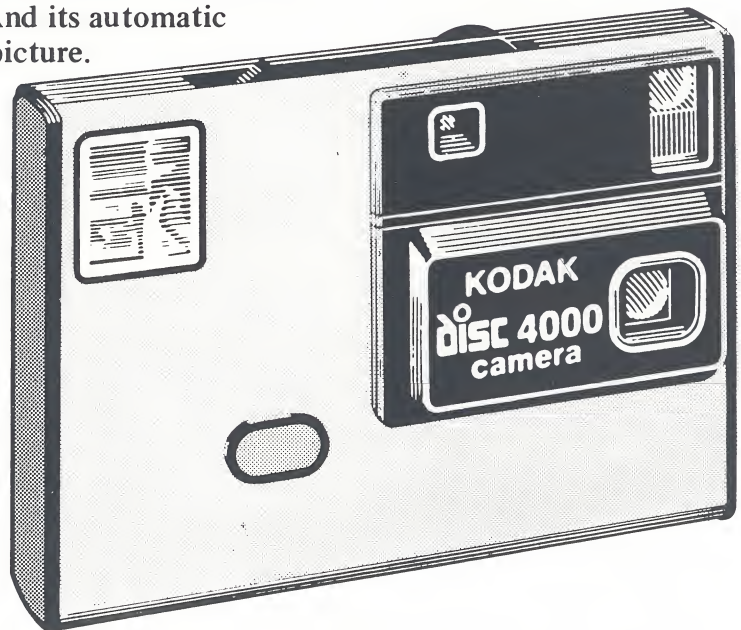


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Caribbean



The urgency grows

Paul Seidenman

Along Key West's Avenue, the marquee at a grocery store's parking lot no longer advertises a daily special. Instead, it says "Welcome Back Navy".

The Navy has returned. Abandoned as a significant naval activity a decade ago, the atmosphere in this American out-island today suggests a wartime footing.

Key West is now a homeport for combatant ships. Six sleek missile-firing hydrofoil patrol boats are operating from the Navy's Trumbo Point piers.

On December 1, 1981, the Key West-based U.S. Forces-Caribbean command was formed.

In a June 9, 1982 press release, the

Secretary of the Navy announced that \$ 20-million will be spent for repair and renovation work at Key West. One of the projects there will be the restoration of the Navy's harbor facilities so that ships the size of destroyers and frigates can once again call at Key West.

The author is a Washington-based freelance writer who specializes in defense-related subjects. Mr. Seidenman recently visited Curaçao and agreed to the publication in AR of this article which first appeared in NATIONAL DEFENCE-DEC. 1982.

The reason for this build-up is the recent realization by the United States that whoever dominates the Caribbean will effectively control U.S. Gulf Coast.

Strategically, the Gulf of Mexico is more vital to our interests than even the oil-rich Persian Gulf. With most sizeable military installations and military equipment located west of the Appalachian Mountains, Gulf Coast ports would play a significant role in the event of a NATO contingency. According to Dr. Georges Fauriol of Georgetown University's Center for Strategic and International Studies (CSIS), any overseas projection of American military forces would be severely constrained.

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ed if the United States were to lose control of the vital Caribbean an-choke points that control access to both the Gulf of Mexico and the Panama Canal.

Control of the Caribbean's choke points, particularly the Florida Straits and the Yucatan Channel, does no less than assure the economic well-being of the United States. From 65 to 80 percent of all the oil imported by the United States must transit the Caribbean, since major petroleum refining and trans-shipment centers operate in the Netherlands Antilles, Puerto Rico and the Virgin Islands. Caribbean countries now supply 75 percent of the total U.S. aluminium requirement. Also, nearly half of our exports depend on the Caribbean shipping lanes for passage.

Because of these factors, Fauriol calls the Caribbean "one of the two or three most explosive centers of super power confrontation." In fact, dominance of the Caribbean is now being seriously contested by the Soviet Union through its Cuban surrogate.

Massive Soviet Involvement

Rear Admiral Robert P. McKenzie, who retired from the Navy in June 1982, as Commander U.S. Forces-Caribbean, explained the massive involvement of the Soviets in the expansion of Cuba's military forces.

"If you aggregate the military assistance that the Soviets have given the seven Bloc nations over the past five years, Cuba comes out number one," Admiral McKenzie says. Putting Cuba ahead of even the Warsaw Pact nations in military aid has contributed to the \$ 12-million daily Soviet subsidy of the Cuban government.

The admiral gave specific examples of the meaning of this assistance in terms of hardware and personnel.

In 1981, the Soviet Union put more than 66,000 metric tons of military equipment into Cuba. This was the heaviest infusion of material in any one year since the 1962 Cuban Missile Crisis.

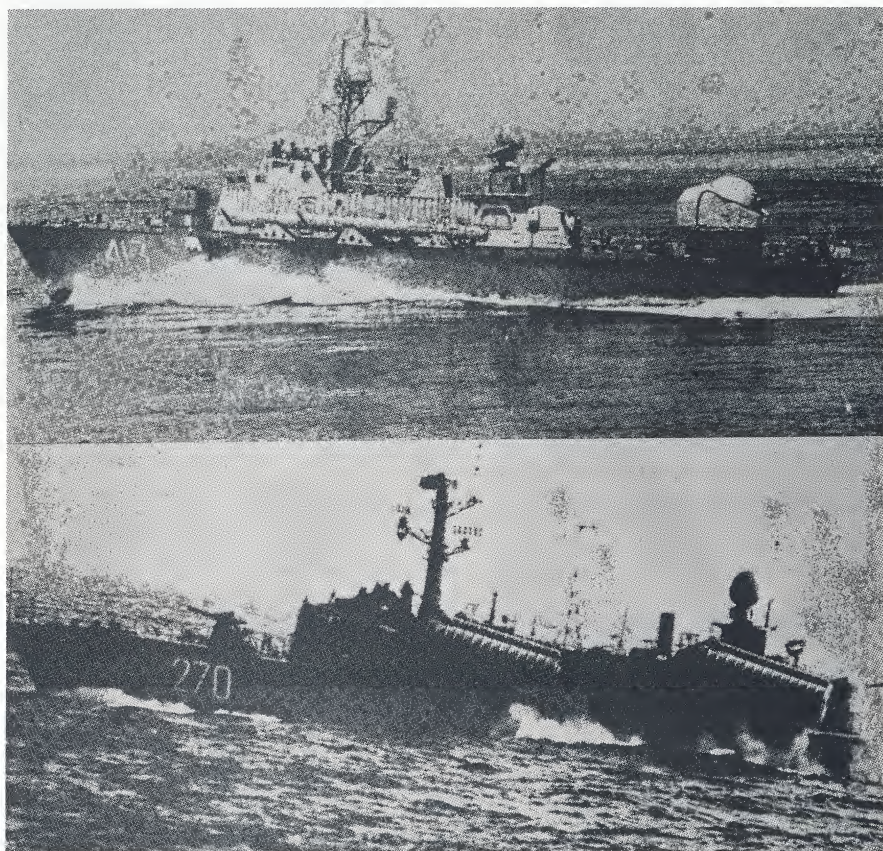
Within the past five years, the Soviets have changed the Cuban military from essentially a defensive force to one with an offensive interdiction capability. That capability includes diesel-powered FOXTROT

submarines and two highly capable types of patrol boats: STYX missile-equipped OSA I- and II-class fast attack craft, of which Cuba now has 12, and six TURYA-class torpedo hydrofoils.

In 1981, the Soviet Union delivered a KONI-class frigate to Cuba, giving its navy an open ocean capability for the first time. The 311-foot, 2,000 ton warship is armed with twin SA-

brigade of about 3,000.

Cuba's military forces are significant in their own right. According to Dr. Robert Leiken of CSIS, Cuba's army of 206,000 is the second largest (after Brazil) in Latin America. It is backed by 250,000 reservists. Leiken claims it gives the Soviet Union "an enormous rapid deployment force." The Soviet-backed Cuban military and technical muscle is being flexed



(U.S. Navy Photos) Soviet TURYA-class patrol Hydrofoil (top photo) and OSA II-class patrol boat armed with STYX missiles are both manned by Cuban crews in the Caribbean.

N-4 surface-to-air missiles. Powered by a gas turbine and two diesels, the ship has a 2,000 mile range at 14 knots.

The air arm of the Cuban military hasn't been neglected either. Cuba now has the capable MIG-23.

Since November 1981, the Soviet Union has permanently maintained two BEAR reconnaissance aircraft in Cuba. BEAR aircraft once deployed to Cuba on no more than a periodic basis.

The Soviet Union has some 13,000 personnel in Cuba, consisting of civilian technicians and a military assistance group, as well as a combat

throughout the Caribbean basin.

Cuba has armed guerilla groups in El Salvador and Guatemala. In Nicaragua, all important military intelligence and advisory positions are held by Cuban nationals. Estimates of the number of Cubans in Nicaragua range up to 8,000.

CSIS's Robert Leiken reports that there is evidence of Cuban meddling in the Dominican Republic, on the island of St. Lucia, and in Surinam on South America's northeast coast.

Gloomy Area Picture

Leiken is even more disturbed a

about the Maurice Bishop government on Grenada in the southeastern Caribbean. Calling it a regime which wants a strong relationship with the Soviet Union, Leiken claims Grenada has been making use of Cuban workers and Soviet equipment to construct a 9,800 foot airfield which has had some Libyan financing. That airfield would be able to accommodate any type aircraft in the Soviet or Cuban inventory. Leiken calls Grenada a very useful staging area for a contingency on South America's north coast. He also points out that Grenada's 2,000 man army could destabilize adjacent island nations. Grenada lies along a shipping lane over which half of U.S. oil imports transit.

The Cuban connection has given the U.S.S.R. another potential advantage. Rear Admiral Robert J. Hanks, who retired from the Navy in 1977 as Director of Strategic Plans and Polices, point out that if Soviet patrol craft were based in Cuba, the Russians would be able to interdict every major Atlantic shipping lane.

Admiral Hanks, now Senior Political-Military Analyst for the Institute of Foreign Policy Analysis, sees Panama as a likely second source of trouble for the U.S. in the Caribbean.

"The big question in my mind is the political orientation of the govern-



(U.S. Navy Photo) Rear Admiral Ralph R. Hedges, USN Commander of U.S. Forces—Caribbean.

ment of Panama, which will get full control of the canal in the Year 2000. I'm concerned they won't wait that long to take it over."

Although he has no evidence that a canal take-over is imminent Admiral Hanks notes that Panama has been forging closer ties with Cuba. For that reason, he feels that an upheaval in Central America could encourage Panama to seize the canal and precipitate an American intervention.

To Admiral Hanks, what the U.S. could face is a ring of Soviet surrogates around the Caribbean basin, particularly if governments in El Salvador and Guatemala fall to leftist rebels. He feels that a domino theory could be applied especially within Central America, which could ultimately mean a threat to Mexico's important oilproducing region, located near the Mexican-Guatemalan border.

The United States has given Cuba and the U.S.S.R. a clear message that it will not surrender control of the Caribbean to a foreign power, ➤



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(U.S. Navy Photos) Dutch Marines and U.S. Marines on maneuvers at Vieques in the Caribbean during Ocean Venture 82, an exercise held in April and May 1982, which stretched from the Florida keys to the U.S. Virgin Islands.

and that it will control the area by military means if challenged.

Along with having an on-going military presence a mere 90 miles from Havana, Rear Admiral Ralph R. Hedges, Commander of U.S. Forces-Caribbean, explains why the heavily NATO-oriented Atlantic Command will benefit from his organization.

"It is impossible to watch everything closely throughout a scope as wide as the Atlantic Command. By having tunnel vision and only looking into the Gulf of Mexico and the Caribbean, we are able to concentrate our efforts here and take a big load off the CINCLANT. Our intelligence people and planners are able to become familiar with this particular area." The Atlantic Command takes in the North and South Atlantic, certain Pacific coastal areas of Central and South America, as well as the Gulf of Mexico and Caribbean.

The unrest in the Caribbean basin has shifted from the island nations to the Central American land mass. However, a contingency on the Caribbean littoral would not change the fact that U.S. maritime elements, the Navy and Marine Corps, would be the first line of American defense in the region. If needed, Army airborne troops and long-range Air Force tactical aircraft would also be called into play.

Even if the Navy is the fulcrum of a Caribbean contingency, it also serves

another purpose in the view of one expert.

Stabilizing Factor

Dr. Alving J. Cottrell of CSIS sees the most important role of the Navy in the Caribbean to be its ability to underpin friendly governments through its presence. Yet Cottrell wonders if the expansion of the American naval presence in the Caribbean hasn't come too late. "Our naval power has always been concerned with shoring up favorable political situations, but today it's more involved with stopping their erosion, which is harder to do. That is the story in the Caribbean today."

Cottrell, who often refers to the Caribbean as "the next Persian Gulf," feels that had a sizeable naval force been deployed off Iran, the Shah's government might have survived. He feels that the lessons of Iran could be applied to the Caribbean.

The U.S. Navy is making its existence known in the area through a vastly expanded port visit program. In calendar year 1981, there were 125 ship visits to 29 different ports in 27 Caribbean countries, including Central America. Unfortunately, there will be no increase in port visits for 1982 because of fuel constraints and naval commitments elsewhere. Yet, only a few years ago, there were numerous Caribbean countries

which rarely saw an American warship.

Another important part of the U.S. naval presence is the use of the Caribbean as an underway training area for ships deploying to or from the forward areas of NATO. Training has been stepped up since 1979 with specific Caribbean-oriented exercises directed or planned by U.S. Forces-Caribbean and its predecessor. The latest was Ocean Venture 82, a combined (with Holland) exercise which involved over 45,000 personnel, 60 ships and 350 aircraft. It took place in April and May of last year. Ocean Venture 82 stretched across the Caribbean from Florida to the U.S. Virgin Islands.

Naval air elements train at Key West, Guantanamo Bay and Roosevelt Roads. At this time, all naval defensive or offensive air power in the Caribbean is carrierbased, although it is likely that in a crisis, tactical naval air power would be land-based for the contingency's duration.

The emphasis on using the Caribbean for surface and air training has resulted in an improved combat posture within the Caribbean, especially over the past 18 months. Admiral Hedges reports an increased standard of readiness and a demonstrated improvement in military expertise, thanks to better utilization of the Puerto Rican operating area. Preparedness for a Caribbean contingency has also been enhanced ■



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by the work of U.S. Forces-Caribbean. During the three years of its, and its predecessor's, existence, all contingency plans have been updated. The various military exercises which it has directed have made the U.S. armed forces more familiar with the Caribbean and have made for increased readiness.

Admiral Hedges states that the United States has adequately balanced its Caribbean naval activities with its NATO commitments, but it is reasonable to assume that this balance could be knocked off center in the event of a leftist surge in Central America.

A staff member of the Senate Foreign Relations Committee notes that a hostile Central American littoral would demand a greater, and more costly, American military presence in the area. The staff member says it would require more electronic surveillance and other monitoring measures on a scale unmatched by the United States in the past in the western Caribbean.

The staff member, who advocates giving military assistance to governments fighting insurrection move-

ments, notes that while rank and file soldiers, such as those from El Salvador, have been trained in the United States and have done well in combat, that has not been the case with their officers. As the staff member says, "The officer corps in El Salvador and in many other nations of the area is not trained and in many ways is inept. The tactics they study are not appropriate to a guerilla war and they have no experience from which to draw."

More U.S. Advisors

Another advocate of military aid to Caribbean governments is Dr. David Scott Palmer of the State Department's Foreign Service Institute. Palmer, chairman of the Institute's Latin American Studies department, sees a trend toward more American military advisors at least within Central America. Noting that there are currently 50-55 advisors in El Salvador, and another 20-25 training the army of Honduras, in-country, Palmer says he sees the need for advisors in Guatemala in 1983, if Congress approves.

Stressing that this views are based on

his own research and evaluation, and not official State Department doctrine, Palmer reports that the Carter Administration's pursuit of economic aspects instead of the military aspects of the problems in Latin America essentially encouraged Cuba and the Soviet Union to support guerilla movements more actively. Yet, Palmer notes that current American policy in the Caribbean may have a restraining effect on communist aid to guerilla groups particularly in Central America.

There is a question in the minds of those who follow events in the Caribbean basin as to whether an American military intervention there is likely anytime soon in order to stop an insurrectionist movement. Palmer does not see Congress authorizing the use of American combat forces for that purpose if no evidence of the presence of foreign troops, Cuban or Russian, exists. A scenario of that kind could be moot now that the United States has once again turned its attention to the security of the Western Hemisphere. □

How close is Venezuela?

Comments on a significant relationship



by S. W. Rigaud

President Herrera Campins of Venezuela is expected to visit the Netherlands Antilles towards the end of this February. When his presidential jet touches down on Curaçao's international airport, its engines will hardly have warmed up. Flying time between Caracas and Willemstad is just over 30 minutes. Considerably shorter than most domestic flights within Venezuela itself. But this will be no surprise to the President. His government is very much aware of the closeness of the Antillean islands to his country. Even more so since the revolutions in Cuba, Grenada and recently Surinam have re-drawn the political map of the region. Developments which have shortened the distance between the ABC-islands and the main land if only by strategic implication. A heightened interest of Caracas in the political developments of the Netherlands Antilles is therefore both logical and understandable. Suggestions that such an interest poses a threat are unwarranted. In fact it is very much up to the Antilles to ensure that its huge neighbour will have no reason to change its traditionally friendly attitude. With that thought in mind AR invited Mr. Siegfried W. Rigaud to comment on the relationship between the two countries both from a historical and geopolitical perspective.

Conquest

A brief historical reminder of early colonial times may serve as background for an understanding of the intricate relationship between the Netherlands Antilles and Venezuela, which is de jure between the Kingdom of the Netherlands and Venezuela.

It were the Dutch who in the beginning of the 17th century roamed the coastal parts of the mainland, which today comprise the three Guayanas: Cayenne, Surinam and Guyana. In 1634 they took possession of Curaçao. The Spaniards explored the mainland opposite the ABC-islands and found Indians living in houses built over

water much like in Venice. Hence the name Venezuela, meaning: little Venice. A first administrative capital was established at Coro right across the sea from Curaçao. Later the city of Santiago de Leon de Caracas was founded and soon the colony became known as Capitanía General de Caracas. Modern Venezuela claims as its territory all that belonged to this Capitanía at the end of the Spanish rule. The implications of that claim are twofold. First of all with regard to Guyana it implies that a large part of that country is, according to Caracas, de jure Venezuelan territory. This they base on the fact that the Dutch never crossed the Essequibo river, never occupied the island of Anakoko nor the plains of Rupununi and the mountains of Kaeiteur. A second implication of that theory is that Venezuela can never claim the Antillean islands as its territory!



Herrera Campins

Contraband

Next one does well to remember that the "Kolonie Curaçao" played an important role in the process of Venezuela's liberation from the Spanish. Arturo Uslar Pietri, a well-known Venezuelan author, not so long ago in his television programme 'Valores Humanas' reminded his audience that it was the presence of the Dutch in Curaçao (and the English in Trinidad) that provoked the Spanish colonists to break the monopoly the Spanish king 'Yo el Rey' had claimed on all trade with the colonies. The Dutch and the British were quite willing to pay a better price for the settlers' products than their impoverished King in Madrid. The ensuing trade, called contraband by the Spanish rulers, became the tool for nationhood in Venezuela. Thus Curaçao as a centre of 'illegal' business played a helpful role in Venezuela's development toward independence. Even today it may well pay for Venezuela to remember that often forgotten historical fact!

Constitution.

Some doubts about present day Venezuela's intentions, however, were raised when President Raul Leoni proclaimed a new constitution, the articles of which, defining the extent of the country's territory, include all islands on the continental shelf and those islands whose populations would by means of free elections express their desire to become Venezuelan citizens. When in 1971 the Antillean delegates to a meeting of the Latin American Parliament in Caracas (of which the author was one) brought back with them copies of this constitution, an uproar resulted in the local press. Most commentators considered the above mentioned provision to have been written into the constitution with a view to Aruba.

It should be realized that there exists a strong feeling amongst Venezuelans that these islands are indeed part

of their country's territory, having once been wrested away by the Dutch. In the more educated circles it is of course realized that international law is a little more complicated than that public opinion suggests.

But as everywhere the politicians cannot ignore the people's feelings!

Region

Cesar Rondon Lovera, a former president of the Venezuelan Congress once raised the question: "why do the Antilles desire independence when they already have what every country in South America is wishing for: association with the European Economic Community?" "The question is significant with a view to the developments in the Caribbean basin. Awareness how fundamentally the picture had changed dawned when Fidel Castro proved to be able to fly a considerable military force into Angola using Barbados and later Georgetown (Guyana) for refueling. The Venezuelans, who since Simon Bolivar, with the probable exception of Cipriano Castro, have always stood on their shores looking land inward now turned around.

The three ABC-islands so nearby began more than ever to be regarded as potential trouble spots. In the past ages Curaçao often served as a refuge for those who for political reasons had to flee the country. But when Marcos Perez Jimenez had to get away he had little trouble reaching the safe shelter of the hacienda "Santo Domingo" that was the property of his friend Rafael Leonidas Trujillo. If the jet-age made Curaçao obsolete as a sanctuary, the recent regional developments increased its importance as a potential stepping stone for those who might want to disrupt Venezuela's democratic course.

It should therefore be realized that Caracas can never permit itself to ignore the possibility that these small harmless islands from one day to another can change into most threatening instruments in the hands of anti-democratic forces!

Fidel Castro has always been a troublemaker and should never be underestimated. From Romulo Bethencourt on all Venezuelan presidents have been fully aware of this. Who is not, apparently, is Gilberto François Croes, Aruba's leader. In the brewing pot of Caribbean intrigue he jumps around as "Alice in Wonderland" or as "Little Lord Fountleroy". All of Aruba, for

that matter, seems to have lost touch with reality. Wishful thinking is a dangerous thing. And one must fear that history in which the big fish eat the small ones will again run its course.

Warning

The well known writer Arturo Uslar Pietri once told me about his discussion with president Franklin Delano Roosevelt. Queen Wilhelmina had mentioned the possibility of a change in the status of the "kolonie Curaçao", the present Neth. Antilles, in the future. This prompted Venezuela's president Isaias Medina Angarita to travel to Washington. Uslar, then Venezuela's minister of Foreign Affairs accompanied him. The purpose of that visit was to request the American president to make clear to the Dutch Queen that Venezuela would never accept anything like Denmark's selling St. Croix, St. Johns and St. Thomas to the USA. "If Holland decides to change the status of these islands Venezuela will only accept a complete independence of the six together". No other country, they told President Roosevelt, will be allowed to attain sovereignty over any part of the colony and any decision concerning independence must be reached by the free will of the people without any pressure being exercised by former or new colonial powers.

Medina and Uslar's vision was proved right in the case of Surinam! It were the Dutch who pushed that country into independence for the sake of saving their own face on the international scene. But even a golden handshake has not been able to ward off the predictable disaster.

Falklands

The war over the Falkland Islands has made an unbelievable impact in Venezuela. Intelligent men started to babble like children. They completely forgot that Argentina is ruled by a gorilla government which has respect neither for God nor morality. All they understand is naked power. But Venezuela's sentiments of that moment have a background. When at the beginning of the century the European nations humiliated Cipriano Castro, nick named by Theodore Roosevelt 'El mono titi' (the little monkey), and the United States looked the other way, it was Argentina that protested this

'rape' of a small country by what was supposed to be the civilized world.

Therefore in the case of the Falklands, although Argentina did not exactly fit into the well-known Bethencourt doctrine, the Venezuelans saw a chance of paying back a historical debt to a country also wronged by a European nation. But international justice is not served by thinking in slogans. The individual liberty of people is much more important than the state of nationhood.

Common sense

Considering all these different aspects



Queen Wilhelmina

it must be hoped that common sense will prevail. Brainpower is more important than gunpowder. The pen is much mightier than the Uzi. The future of the Caribbean lies with its people. We should do wise to devote all our efforts to building a sane future by developing know-how.

But let there be no misunderstanding. The future may also lie with those who own the guns and know how to use them!

The Antilles will one day have to take their place amongst the nations. But they should not be hurried along. Nor should they themselves further the creation of more uncertainty in the Caribbean basin. And as they are still part of the Kingdom of the Netherlands — which implies that the relationship with Venezuela still goes via The Hague — it is Holland which should be most aware of the above mentioned implications of that relationship. □

ALIANSA

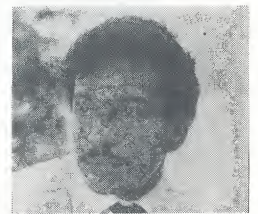


ANTIYANO

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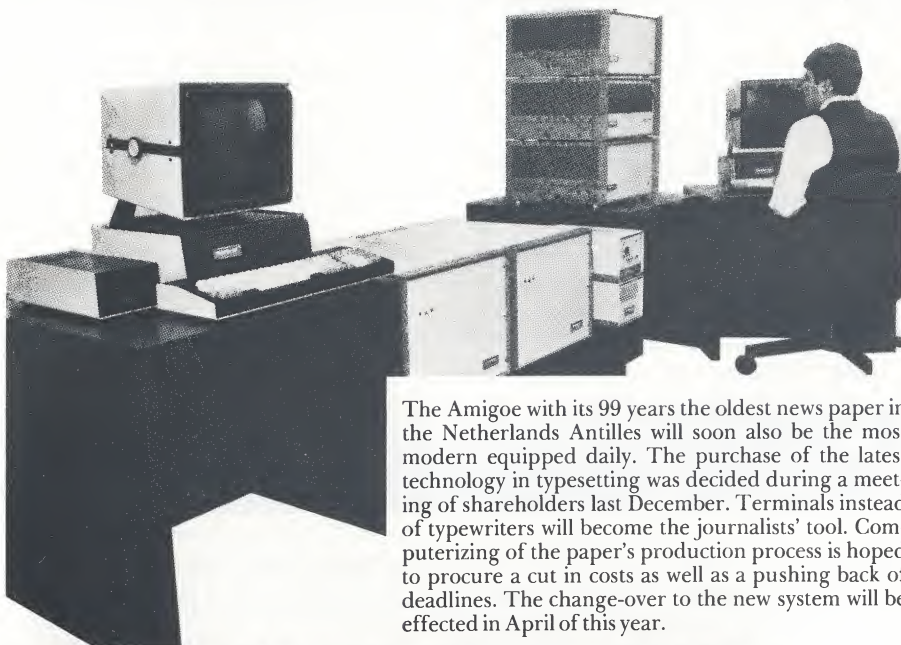
WEEK 23 - 28 Augustus 1982 - 1e JAARGANG No. 03

AMIGOE BEURS NOBO EXTRA LA PRENSA ULTIMO NOTICIA



Antilleans living in the Netherlands were up till recently almost completely derived of regular news about their country. Mail rates make subscribing to Antillean dailies an extremely costly affair and the Dutch media carry little information about daily events in the "West".

The need for a more detailed and continuous information flow was recognized by **Mr. Archibald Dick (28)** who conceived the idea to publish a weekly paper containing clippings taken from the papers in his home country. The **Aliansa Antiyano** has been appearing weekly for six months and has proven to be a success. In particular young Antilleans, who went over to Holland to complete their education, welcome the paper as an affordable means (Dff 70.— a year) to keep abreast of developments at home. Mr. Dick, who reads economy at Rotterdam's university is quite satisfied about his countrymen's response and expects the paper to reach a break-even point within months. Aliansa Antiyano is printed at the Dutch Government Publishing House (Staatsdrukkerij) and can be obtained at Mauritsweg 31-b, 3012 JT Rotterdam.



The Amigoe with its 99 years the oldest news paper in the Netherlands Antilles will soon also be the most modern equipped daily. The purchase of the latest technology in typesetting was decided during a meeting of shareholders last December. Terminals instead of typewriters will become the journalists' tool. Computerizing of the paper's production process is hoped to procure a cut in costs as well as a pushing back of deadlines. The change-over to the new system will be effected in April of this year.



The famous children book *Le Petit Prince* by Antoine de Saint-Exupéry became recently available to Antillean children in their native language Papiamentu. The initiative to enrich the still very small volume of children books in the local language with "E Prins Chiki" was taken by Mr. Stanley Cras, a well known elocutionist. (See also Bibliography)



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What we should worry and not worry about

Tourism is a most vulnerable industry. Defining our priorities of concern is therefore of great importance. Keeping this in mind there are three developments which ask for our attention.

1. What we should not worry about unduly is a recent 5% increase of air fares announced by Eastern Airlines and ALM on their flights to Miami and beyond. A price hike caused by an increase in throughfares to and from various cities in the USA and Canada. The question might be raised whether this does not bring our islands and the USA another 5% farther apart. The answer is: not necessarily. There are still a great number of "secret" fares on which tour organizers build their packages. A 5% increase will not kill the tourism business.

The Airlines need the extra income to compensate for decreasing load factors and maintain or arrive at a break-even operation.

Measures like combining 2 scheduled flights for economy reasons like ALM has been doing lately on their Miami route, however, do cause a lot of inconvenience to passengers and are apart from being harmful to the airline's popularity not exactly favourable to the development of tourism.

2. What should have our concern is that people everywhere are becoming increasingly cost-conscious.

For quite a number of Latin American Countries our islands offer an unaffordable tourist product because of the restrictions on the purchase of dollars or the high rate of exchange.

In the USA people increasingly tend to compare prices of total products, since they have learned that so-called 'cheap air-fares' do not exist.

Fares are based on so many cents per mile and the Americans do understand that flying more miles means paying a higher fare. In this respect we are "far south".

Trying to counteract the decrease of spendable money in the market countries quite a number of islands are inventing all kinds of price reductions and extra features to lure tourists. A fierce competition has ensued in the region.

Also hotels are forced to greater rate concessions to tour organizers than ever before. Only a few guests pay the published (much higher) rates for a night's stay. As a result the viability of their operations is endangered. Which implies that many hotels do not have the means to spend on necessary renovations. This in turn leads to increasing complaints about badly functioning airco or heating systems, leaking faucets, dirty drapes and outworn carpets etc. Too often tourists conclude their stay with "never again".

3. What we should definitely worry about is the careless individualism more and more characterizing our communities. Time-Magazine (Jan. 10, 1983) seems to hit the nail on the head when it writes: "After three centuries of slavery and colonialism independence has inspired a heady and often heedless individualism. People cherish their freedom. They think of dancing in the streets, throwing out their leaders and not going to work if they do not feel like it as all part of the same democracy (they are enjoying.)" In the Caribbean in particular, tourists not familiar with the island's history, judge the service far below the acceptable and certainly not in relation to the considerable amount of money they have to pay for lodging and meals.

It is indeed true that the "heady and often heedless individualism" makes the Caribbean islands less attractive for tourism? Is service or politeness to a guest regarded as an extension of slavery? Are good manners seen as a remnant of colonialism?

If tourists would see their unfriendly waiter in the Carnival road-march or their unhelpful salesgirl at night dancing in a disco they would notice a big difference in attitude and liveliness.

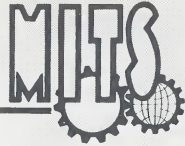
The contradiction is that the Caribbean area is a most ideal natural environment for tourism. Moreover, the region needs it badly to keep the economy going and battle growing unemployment. But it must be concluded that 'human' environment is lacking or is at least far below the required level.

In our small communities where there is no Disney World, Blue Mosque or Eiffel tower, the human aspect is of paramount importance.

When the freedom in which we live is overexposed and our young people are not educated in a proper way, the "heady and often heedless individualism" may result in violence taking the place of dancing, in throwing out the leaders instead of merely thinking about it. It may result in no work at all instead of 'not feeling like it'.

Every per cent drop in the number of arriving tourists and even simply maintaining the present level, brings us nearer to that situation.

Our children have to learn to act as members of a wider world, that they have to fight for a living rather than cherish their freedom in splendid isolation, dancing from one fiesta to another on these islands in the sun. □



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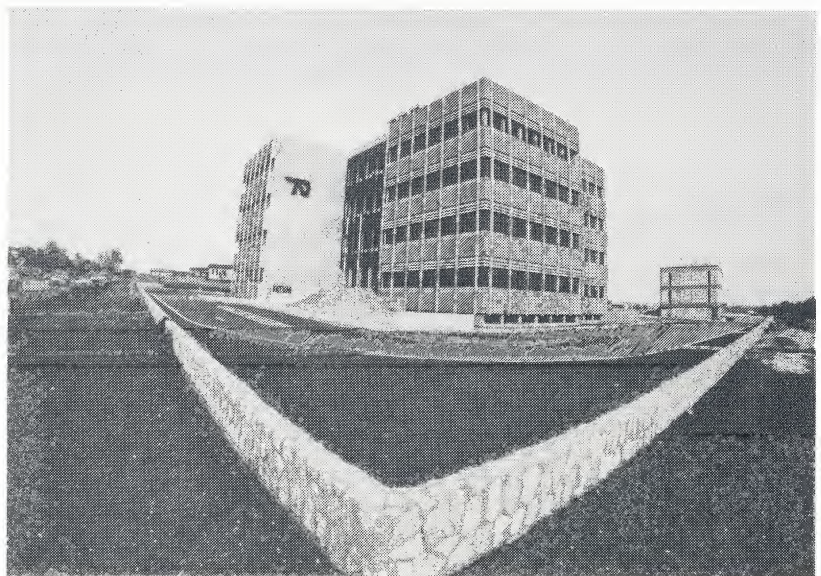
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Housing Problems in the Netherlands Antilles

A more effective approach urgently needed

"Like Public Health and Education, Housing is an area of primary concern. An administrative authority on a nationwide level is needed to meticulously plan and effectively implement housing policies. The Netherlands Antilles lost an opportunity to establish a new Department of Housing when a few months ago the latest Government was formed."

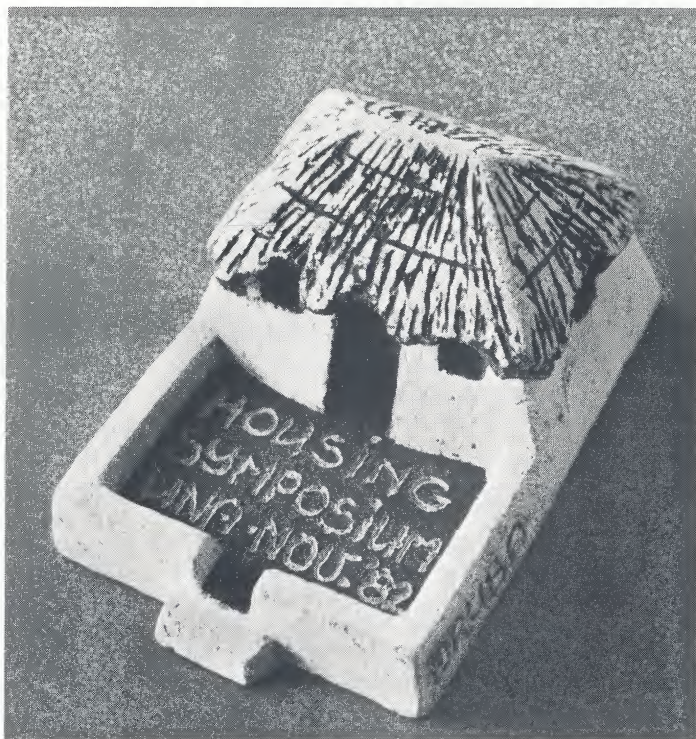
This is one of the conclusions of a symposium held by the local University under the title: Housing and Physical Development in the Netherlands Antilles.

Like most countries in the region the Antilles have a tremendous

shortage of housing space in which the citizens can conveniently and happily live and which are of reasonable quality and comfort.

Various causes have led to the present situation, most notably a stagnating production of homes, the lack of sufficient monetary investments and the still complicated decision-making process.

Figures of the United Nations Center for Human Settlement on population growth for the Netherlands Antilles as a whole show that the population will be more than doubled by the year 2000, compared to 1950. At the same time, and perhaps even more important, by then over 90 per cent of the population will be living in urbanized areas, compared to 50 per cent in 1950. By 2000 Curaçao will bear the burden of a population density of around 490 people per square kilometer. This will be



higher than the population density expected by the year 2000 in Holland, a country widely recognised as being already very crowded at the moment.

According to figures from 1979 the Lewward islands of the Netherlands Antilles have a housing shortage as shown in index 1.

Overcrowding

Suitable space for further urban expansion is very limited. As the number of citizens increased so does the need for land, yet until now there has been very little planning in physical development. Studies and research will have to prove how we can put our scarce land to the most effective use.

One of the many negative aspects of home shortage is overcrowding. More people live under the same roof than is desirable. Sometimes

two or even three families live together in the same home, making it impossible for any of them to enjoy normal privacy, self-development and freedom of movement.

Results of a study made about ten years ago indicate that the bedrooms of sixty per cent of the homes in Curaçao were shared by more than two persons. As demand nowadays is far greater than ten years ago and supply in the meantime has not kept pace, the overcrowding problems have grown to unacceptable proportions.

If future housing development follows the same pattern of recent growth, by the year 2000 4350 ha of land

will be needed for housing, which is about ten per cent of the land area of Curaçao. About 16,300 ha appears to be potentially suitable for further urban development.

However, almost 65 per cent of this area is privately owned and 750 ha is suffering from adverse environmental conditions like air and noise pollution of the refinery and the airport. Moreover, the total area is scattered over the island in small patches of land, thus obstructing proper urban development of the area at low average densities.

During the symposium recommendations were made about the disengagement of private land by the Government, either through joint ventures with private owners or by purchasing land. Another measure could be the construction of two-storey houses or even four-storey apartments. These types of

	<i>CUR.</i>	<i>AUA</i>	<i>BON</i>
inhabitants	165.000	64.000	8.900
existing homes	33.000	13.700	2.275
occupants per home	5,0	4,7	3,9
desired occupancy	3,9	3,9	3,9
number of homes needed	42.300	16.400	2.275
housing shortage	9.300	2.700	—
INDEX 1			

houses are still unfamiliar to the Antillean way of life and call for a drastic change in the attitude and life-style of the people.

Hill Housing

A pronounced characteristic of the Netherlands Antilles, and for nearly all the Caribbean islands, is the fact that they are mostly mountainous, with pockets of flat land. Since more or less flat land is mostly the most fertile and land on slopes is hard to farm, scarce flat land should be left for agricultural purposes and urban development effected on the slopes. In Curaçao, a sizable amount of fertile flat land has been developed for urban purposes. Offices, stores, homes and also the University of the Antilles have been built on land basically suitable for agriculture. In spite of the high costs of the infrastructure to make slopes accessible for urban development, we may be forced to zone this type of land for urban uses. Special attention will then have to be paid to the effects of wind and rain and the demands for human activities within the home, resulting respectively in better ventilation possibilities and a higher degree of privacy. Higher density housing and construction on slopy terrain reduces the costs and thus create interesting alternatives *for hill housing*. Depending on the steepness of the slopes two storeys will be needed. The activities demanding maximum enclosure can be located on the top floor, leaving ample space for social and recreational facilities downstairs. The same concept applies for housing on stilts in flat land.

Coming back to densities again, "normative" studies have shown that

the maximum density is 27 dwellings per ha, used as a guideline for public housing in the Structure Plan. For comparison: the housing development Tera Cora has a net density of 22,5 dwellings per ha. For Seru Fortuna this figure is 40.

Dependency

In 1972, there was a shortage of 3500 housing units in Curaçao. Since then, the construction of new homes has lagged far behind the needs and so the housing problems severely increased. Research has shown that until the year 2000, we must build more homes than the amount we now already have to reach a total of 66,000 homes. But the Netherlands Antilles are too dependent on foreign capital sources, to set up large scale construction projects.

This financial dependency is disastrous for the continuity of housing production, as construction companies cannot be guaranteed work for a definite number of years. This has led to a limited construction capability, which now stands at about sevenhundred housing units per year., a number which is far too small to make up for arrears and at the same time cover future needs.

As the Netherlands Antilles cannot wait to solve the capacity problem, rapid planning and execution of large scale programs for self-construction and the improvement of existing homes can partly stem the growing shortage.

One Percent

Three main sources exist for financing housing projects: Dutch de-

velopment aid, funds made available by local governments and investments of banks, insurance companies, pension-funds etc.

In Aruba as well as in Curaçao, around one per cent of the nation's budgets is being spent on housing. This will have to be increased to at least five per cent. (Many other countries spend between 5 and 10 per cent of their budget on housing). Dutch development aid is the prime source for housing projects and can by no means fulfil the needs. In fact, housing projects should be completely kept out of the area of development cooperation. Local capital will have to contribute to a much larger extent. Pension and Provision Funds in the Antilles possess a total capital of 600 million guilders, however, these institutions tend to invest abroad because of a greater spread of the risks and out of remunerative considerations. The question is how to make it attractive for these Funds to invest in local housing schemes. There are still more of these potential financiers, who can contribute towards solving the housing problem. There are also ways to broaden the spectrum of possibilities to obtain mortgage loans. And the Central Bank of the Antilles can open the door for such loans, in particular now that the regulations of this bank have recently been changed. But mortgages can mostly be paid by

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people who are in the top salaries brackets. That's why the formation of a National Housing Fund was recommended, which would mainly have the task to generate local funds. A study can be made of the experiences of the Housing Bank of Puerto Rico and the National Housing Trust in Jamaica.

The construction of cheaper dwellings is also a matter that requires more study. New concepts, methods and designs will have to be developed to decrease construction costs. The consumers will have to take a step backward and become more realistic to close the gap with local financing companies, especially against the background of ever rising construction costs. "Taking steps backwards is a painful process, but one which cannot be avoided", ir. G. R. Gill of the University of the Antilles declared during the symposium.

Some other measures, like duty free import of construction materials and issuing tax free bonds for financing social housing projects would also lead to a relief of the housing problems of the Antilles, as would a constant surveillance of the foreign market (nearly 70 per cent of all materials have to be imported).

Some speakers were very critical of the way the housing rent regulations are being applied. Not only are varying rents determined for the same types of houses, also too expensive homes are being occupied by families with a relatively low income, which is another shocking aspect of the house famine.

National Level

At the symposium the fact was revealed that yearly only about sixhundred housing units have been built in Curaçao from 1978 to 1981, a stunning 1300 units less than were needed. The now existing shortage will not be eliminated in the next ten years.

Financing will be the key to future solution of the housing needs.

Contemporary standards and criteria should be re-evaluated to find increases in the total output. Efforts on a national level are needed to win the war against this problem, called public enemy number one in the two largest islands of the Nether-

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lands Antilles.

Thanks to the activities of private foundations in Curaçao, Aruba and Bonaire there is some continuity in the production of houses.

The Government, however, is and will remain, the single most important catalyst. It is the Central Government that can obtain land for housing projects, set up employment policy plans through these projects, influence the value of imported materials, determine requirements for good quality dwellings, render object and subject subsidies and mortgages, guarantee long-term loans, etc.

The conclusion of the symposium was that there are no indications yet that the Central Government will play a more active role and attack the problem at its roots.

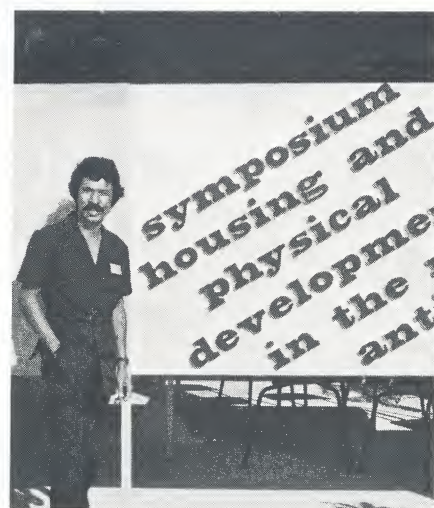
In the Caribbean some Governments have been incorporating housing and physical development in their national program for a very long time already through structural and destinations projects. This is absolutely necessary to set up the frame-work for the need of land. Only recently the Act of Physical Development Planning has been adopted in Curaçao. In Aruba the draft of the Act is still under study by the island's Executive Council.

It is most important to synchronize the planning of the housing sector and that of physical development planning. Various generally valid reasons call for such joint action. First of all housing is the largest urban land consumer, secondly housing locations always determine

planning for community facilities and infrastructure and, finally, housing areas very often generate commercial development.

In evaluating the symposium there was a consensus that a follow-up was needed, as the full range of subjects of this complicated topic could not completely be covered. In particular the social aspects of living conditions were not sufficiently dealt with.

A publication on the symposium is forthcoming setting out guide-lines for a second round of studies, discussions and recommendations. □



Symposium Organizer Ronald Gill



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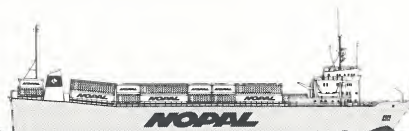
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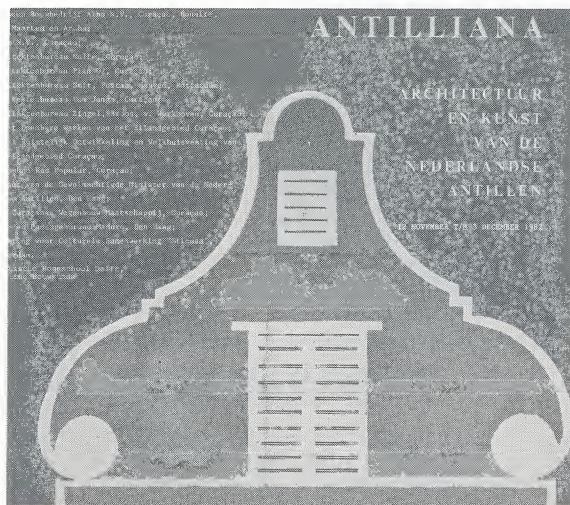


Antillean students promote awareness Of Curaçao's unique architectural heritage

Their enthusiasm is catching. "What we hope to accomplish is a general awakening to the fact that our islands have a most precious architectural heritage. Great care should be taken to preserve what is still left. Too much has already been lost due to sheer ignorance and a lack of love for what is really our own. "Talking to AR are Maarten Stenfert an Anko van der Woude, two of the twelve Antillean students who recently organized a most successful exhibition displaying the development of architectural styles on all six islands. A first showing of their carefully selected collection of paintings, photographs, drawings, maps and models took place late November of last year at Delft's world famous engineering college. The number of visitors and their reactions surpassed all expectations. Consequently preparations are now underway to exhibit the revealing collection on the Antilles within the near future. Says Maarten Stenfert: "that will really serve our purpose! It is high time people begin to realize how great a gift the past has given us. Up till now it would seem that only the Foundation for the Preservation of Historical Monuments has bothered." Anko and Maarten readily accepted AR's invitation to provide its readers with a synopsis of the exhibition's subject. For this purpose they chose to concentrate on Curaçao's architectural history, which provides the clearest picture of developments in this field.

Early history

The distinct Antillean style of architecture finds its origin in the building activities of the Dutch settlers of the 17th century. Having taken over the islands of Curaçao from the Spanish in 1634 the Dutch



immediately realized the need for construction of fortifications for defence purposes on strategic points. The absence of larger and well equipped navies in the Caribbean sea did not make it necessary to erect huge bastions, however. Consequently smaller fortifications capable of withstanding relatively minor attacks were built.

The costs of construction were borne by the trading company de West Indische Compagnie in Holland, which had ordered the conquest of the island for the purpose of increasing its trade with the newly discovered Americas. But it should be realized that the merchant mind looked upon these expenditures as an unavoidable waste yielding no immediate profit. As a result the forts were usually badly maintained in particular during periods of peace of any length of time.

The first fortification was built one week after occupying the island. It was situated on the East bank of the St. Anna Bay (where we now find the Waterfort), commanding the entrance to Willemstad's natural harbour, het Schottegat.

Six months after this stronghold on the "Punt" (point) — from which the name Punda is derived which designates the eastern part of the old city — was completed, the foundations of Fort Amsterdam were laid on the

8th of March, 1635, a hundred metres to the north of that first fortification. Fort Amsterdam was not only to become the principal fort on the island, it also played a determining role in the townplanning of Willemstad, which first developed north of the fort. Construction activities to the east (Pietermaai) and on the west bank (Otrabanda) followed later. In 1830 the earlier mentioned Waterfort was built to protect the by then heavily populated city.

Punda

The oldest part of the town, just north of Fort Amsterdam, was till 1866 surrounded by city ramparts. The available space for construction was limited. This explains the narrow streets and alleys of Punda, as well as the narrow but deep premises so typical of this part of Willemstad. For the same reason houses were built with several storeys, the groundlevel often being used for warehousing or shopkeeping. From the outside the houses show a narrow façade being built closely against each other. During the 18th century galleries were placed before the original front creating a cool refuge from the ever burning sun. Typical and unique are the slightly bulging columns which carry those galleries. They can still be seen in the Bredestraat, the main street of Punda.

Otrabanda

In 1707, just over seventy years after the Dutch took possession of Curaçao, titles to property on the West-bank or Other Side (Otrabanda) of the Anna Bay were issued on special conditions. One of them being that with a view to the field of fire of Fort Amsterdam only warehouses and small dwellings were allowed to be built. Con-



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struction beyond one storey was not allowed. In spite of these restrictions the district had already outgrown Willemstad by 1753!

To reach Otrabanda ferry-boats were in use from 1700 onwards. These scows transported people, freight and water. The more important citizens had their own boats, often attired with a pavillon-roof and easy deck chairs. They used them on sundays to cross the bay and visit church or to go picknicking on one of the small islands in the Schottegat. Until the arrival of the famous floating bridge in 1888 the only means of getting across was by ferry or boat.

Suburb

In contrast to the walled-in part of town on the Punda side of the bay, houses in Otrabanda were built much more spacious. With the exception of the ribbon-building along the main street, de Breedestraat, most houses were surrounded by gardens. This contributed to the suburban character of the district, almost exclusively the residence of the upper classes i.e. protestans and jews. Later during the 18th century, when people begin to flee the over-

crowded Punda side, many of the gardens disappear to make room for the construction of more houses. The density of the built-up area increases considerably and small streets and alleys come into being, housing the free-slaves and labourers. The original 'recreation area' of Willemstad becomes a densely populated quarter of town. The white section of the population resides in the Punda or at Pietermaai, the coloured people mainly in Otrabanda in between the large mansions of the well to do.

Estates

The plantations dominated by the famous 'landhuizen', which contributed so much to the image of Curaçao, have never been of any real significance in an economic sense. This in contrast to the flourishing shipping and trade business. Already in the 17th century the West-Indische Compagnie pulled back from the land and granted people titles to the estates, with the right of keeping cattle in the close vicinity of the landhuizen.

But so limited were the possibilities and so unpromising the prospects that the estates never became really viable. Even an attempt by the government to stimulate agriculture by introducing new tropical plants for cultivation was of no avail. When Shell arrived on the island in 1917, offering massive employment, all interest in farming evaporated.

Styles

In general three categories of histor-

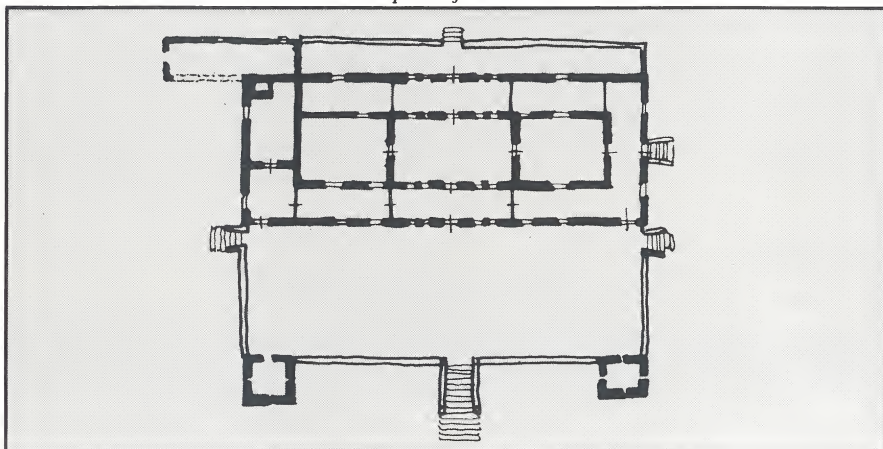
ical architecture with regard to residences on the island can be distinguished.

First of all there are the city-houses built within the town-walls. As mentioned earlier they are narrow but deep and several storeys high. Galleries are added to the original nucleus to promote ventilation and protection from the sun. As a result the inside remains cool, but is also often rather darkish and gloomy.

Secondly there are the more spacious homes built outside the city walls. Because the parcels were larger, people were able to construct open galleries. on one or more sides around the living accomodations. These galleries were used for entertaining guests. Many a night was spent "setting the tankards in the draught"! Around 1830 most of the galleries in Otrabanda are walled-in for the purpose of increasing the living space. From the outside the image of closed façades is thus created.

And thirdly the 'landhuizen' should be mentioned. Typical for these estate-mansions is the long drawn living section, sometimes divided up in several halls, and the saddle-roof construction. Galleries are found all around the house — in some instances only in the front and back — and it was there that the people actually lived. Only on rare and sepcial occasions was the main hall used. It should be noted that in contrast to the architectural history in Punda, the galleries here were part of the original building plans.

Floorplan of landhuis



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Materials

The first Dutch settlers used yellow brick for construction. These so-called 'ijzelsteentjes' named after the place where the clay was found were transported by boat from Holland. As all walls are plastered one can only see this yellow brick in cases where an old house is partly destroyed by fire (as happened recently in the Punda) or where dilapidation has been allowed to progress. Later, right up to modern times, the main building material consisted of natural stone found on the island itself. This because clay, the principal ingredient for brick, was not available. Used were corallites found at the coast or rock gained by means of exploding massive rock formations. Because of the rough surface walls were first plastered and next painted. Only for smaller details like window-openings and gutters the more expensive imported brick was used.

Crushed tiles served as cement or sometimes 'dortse' trass from Europe. Moreover lime was being burned locally already in an early stage. The water used, however, was often very brackish. Up til today this causes the plaster layers to peel off continuously.

Timber being scarce on the island had to be imported. Large quantities of mahogany wood were brought in

from Santo Domingo. Needless to say that this enhances the beauty of many old mansions in no small measure.

Façades.

Like in all colonies the initial architecture reflected the styles common in the mother country. Only after some time had passed an indigenous style developed adapted to the local circumstances of climate and the materials available.

Characteristic for Curaçao is that once a stylistic principle had been accepted, it was further developed without any regard for the evolving architectural styles elsewhere.

Typical for the town mansions as well as the landhuizen on all the three ABC-islands are the saddle roofs hemmed in between gables. The baroque motive, applied in the walled-in part of Willemstad, originates from The Netherlands. The same original volutes were amongst others used by Hendrik de Keyzer. At a later date the façades are completed by topping them off with S-like gables.

The same is done with the often occurring attic-windows.

In Otrabanda the style as used in Punda with in and out wheeling gables was originally copied. But later, during the construction frenzy in

the middle of the 19th century. a more classic form is developed. Examples can still be seen in de Breedestraat. Another typical feature of the architectural development in this part of Willemstad are the centre balconies carried by tuscan pillars. Most of these, unfortunately, have by now disappeared.

The latter mentioned fact is only one of many which cry out for a co-ordinated policy to preserve what is still left of Curaçao's unique architectural heritage. To which should be added that the same applies to the other islands of The Netherlands. Hopefully the forthcoming exhibition, mentioned in the introduction of this article, may promote a greater love for the treasure past generations entrusted to our care. □



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Organizational matters are taken care of by the staff of Aruba's Public Library. UNESCO is expected to fund the conference with the sum of US\$ 20,000 for the purpose of having a simultaneous translation system available.

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Detailed information can be obtained from the Biblioteca Publico di Aruba, George Madurostraat 13, Aruba, Neth. Antilles.

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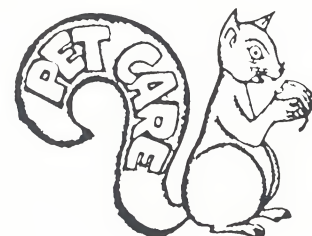
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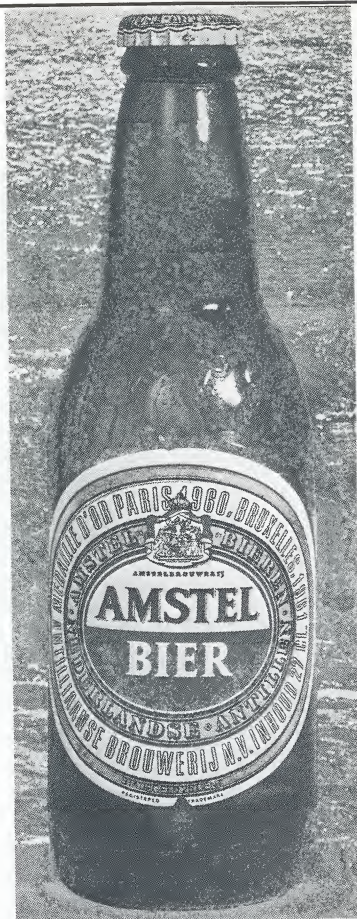


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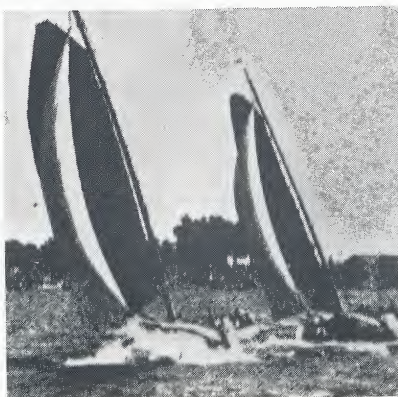
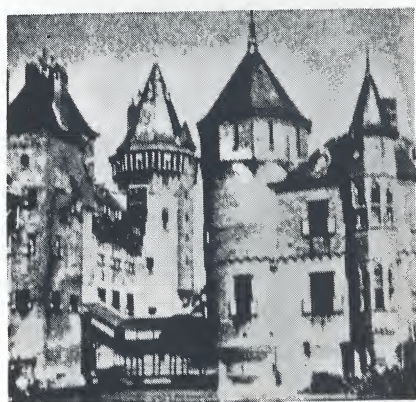
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